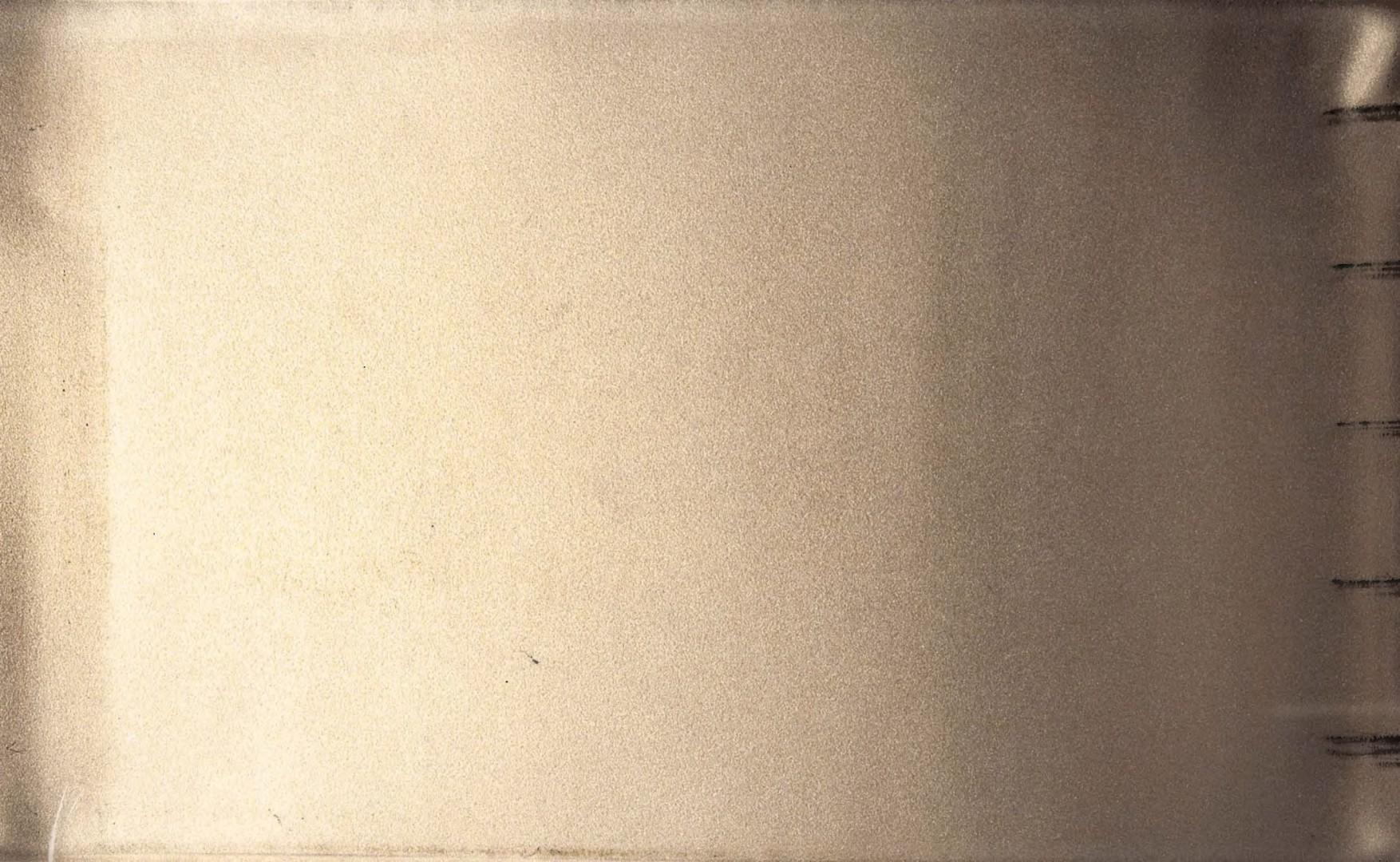


RAMBLER DATA BOOK

CLASSIC • AMBASSADOR • AMERICAN



RAMBLER SIXTY FIVE

NEW! 3 Different Sizes of Cars

NEW! 3 Different Wheelbases

NEW! 3 Different Styling Themes

NEW! 7 Spectacular Powerplants



RAMBLER AMERICAN
The Compact Economy King
106" Wheelbase . . . 177 $\frac{1}{4}$ " Length
90, 125 & 155 HP



RAMBLER CLASSIC 6 & V-8
New Intermediate-Size Rambler
112" Wheelbase . . . 195" Length
128, 145, 155, 198 & 270 HP



RAMBLER AMBASSADOR 6 & V-8
Largest and Finest of the New Ramblers
116" Wheelbase . . . 200" Length
155, 198 & 270 HP

1965 RAMBLER

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Produced by ...

Product Information Dept.
American Motors Corp.
14250 Plymouth Road
Detroit, Michigan 48232



THE CHALLENGE OF '65

In 1965 we face our greatest challenge and our greatest opportunity.

This year, we are offering three separate and distinct lines of cars which we call "The Sensible Spectaculars." By this we mean that our new cars combine the best of the traditional Rambler values of economy, durability, unique features, safety, basic excellence—the *sensible* values—with the best of the new values demanded by our expanding economy—the youthful styling flair, the flashing performance, the sporty body styles, the many customizing options—the *spectacular* values.

Our challenge, and your challenge, is to convey this new Rambler image to the public. As we succeed, the nearly 2½ million people who have already bought the traditional Rambler concept will see that concept carried forward in these new cars. They will recognize the proud bold lines of these new Ramblers—and will welcome them. As we succeed, millions of others who have never owned Ramblers will see, not only the basic excellence, but the beauty, the spirit, the real excitement of cars designed and styled for an exciting age. They, too, will recognize these new Ramblers—and will welcome them.

This Data Book provides information that will help you convey this new image of "The Sensible Spectaculars" to your customers. I personally urge you to study its contents so that you may benefit fully from the most saleable line of Ramblers in our history.



Roy Abernethy

Roy Abernethy, President
American Motors Corporation

RAMBLER PRODUCT CONCEPT FOR 1965

There is a "sizable difference" readily apparent in the 1965 Rambler line. The 1965 product program has developed three distinct series of cars resulting in unique "curbstone" identity for each series. Each series, the American, the Classic and the Ambassador, has a unique character and identity to attract and please a greater variety of people.

All three series for 1965 are sensibly sized on three different wheelbases. All retain the basic principles important to the Rambler concept combining sensible car size, unique features, economy, performance, luxury and quality in a most attractive manner . . . a new expression of the "Rambler Idea".

THREE DISTINCT SERIES . . . TOTAL 29 MODELS (WAS 25)

New longer size for Classic, and especially Ambassador.

SERIES WHEELBASE OVERALL LENGTH

American.....	106".....	177½"
Classic.....	112".....	195" (was 190") 193" Wagons (was 190½")
Ambassador....	116" (was 112") . . .	200" (was 190") 197" Wagons (was 190½")

The restyled American continues with 10 models on the same 106" wheelbase and 177½" overall length. The engine-power story for the 1965 American is revised and improved with the important addition of the Torque Command engine as optional equipment (see "Engine" section).

The all-new Classic continues with the 112" wheelbase, but has a new overall length of 195" (193" for wagons) which is up from the 190" length of 1964 resulting in a bigger and better-looking package. The convertible is an all-new body style for the 1965 Classic series, but the model count remains at 11 since the "770" 2-door sedan is dropped. The engine-power story is decidedly new in that the Torque Command six-cylinder engines will be the basic powerplants for *all* 1965 Classic models, with the 198 HP 287 cu. in. V-8 offered again as an option, plus the important addition of the 270 HP 327 cu. in. V-8 option (see "Engine" section).

The all-new Ambassador has a new longer wheelbase of 116" (was 112") and a new overall length of 200" (197" for wagons) which is up from 190"



length of 1964 resulting in a bigger and better-looking package. The convertible and 2-door sedan are all-new body styles for the 1965 Ambassador series resulting in a model-count increase from 4 to 8. The engine-power story is decidedly new in that the Torque Command Six (155 HP with two-barrel carb.) will be the basic engine for *all* 1965 Ambassador models. The 198 HP 287 cu. in. V-8 will be a new option for all Ambassador models. The 270 HP 327 cu. in. V-8 will also be optional on all Ambassadors. The 250 HP version will *not* be offered for 1965 (see "Engine" section).

All Rambler series reflect the results of many improvements combined to offer the consumer greater overall value. The products are designed to offer an ideal balance of economy *with* performance plus luxury. Also, continued emphasis on quality and safety are reflected throughout the Rambler line for 1965.

The many "plus" features will continue to be offered resulting in an obviously better value and more car for the money than our competitors. This includes such items as the Double-Safety Brake System, Ceramic Armored Exhaust System, molded ceilings, Deep-Dip Rustproofing process, Advanced Unit Construction, 32,000-mile (or 3-year) chassis lubrication, coil-spring seats, unique seat options, plus many more. To this list, the new *Lustre-Gard Acrylic Enamel* paint finish can be added as a noteworthy feature.

For the Classic and Ambassador series (both 6 and V-8), the optional *disc brakes* are a new offering to highlight the long list of engineering features and improvements.

The major and obvious product changes combined with the long list of minor and hidden changes represent greater attention to detail . . . all and each contributing to a better *line* of cars for dealers . . . and better cars for consumers.

1965 FEATURES GUIDE

A quick, capsuled list of the major feature of all
1965 Rambler Series—including exceptions and exclusives.
New and/or Improved Items Shown in Color

THREE DISTINCT SERIES

New longer length for Classic.

New longer wheelbase and length for Ambassador.

American.....106" W.B.....177 $\frac{1}{4}$ " O.A.L.

Classic.....112" W.B.....195" O.A.L., 193" Wagons
(was 190").

Ambassador.....116" W.B.....200" O.A.L., 197" Wagons
(was 112") (was 190").

TORQUE COMMAND 6-CYLINDER ENGINES

7-Main-Bearing Crankshaft with 8 Counterweights.

2 Displacement Sizes, 3 Horsepower Ratings.

New on all Classics (128 HP, 145 HP & 155 HP)

New on all Ambassadors (155 HP)

American engines like 1964 plus new 155 HP
Torque Command option.

TWO V-8 ENGINES OPTIONAL ON ALL CLASSICS & AMBASSADORS

198 HP, 287 Cubic Inches, 2-Barrel Carburetor.
270 HP, 327 Cubic Inches, 4-Barrel Carburetor.

CONVERTIBLES FOR ALL THREE SERIES

New for Classic and Ambassador. 8 Ambassadors (was 4), 11 Classics (as in '64), 10 Americans (as in '64). Total 29 (was 25).

ADVANCED UNIT CONSTRUCTION

Industry exclusive. Improved for 1965.

ONE-PIECE UNISIDE

Industry exclusive. (Not one-piece on convertible and hardtops.)

GENEROUS USE OF GALVANIZED STEEL

DEEP-DIP RUSTPROOFING

Industry exclusive. (Up-to-roof, not roof.)

"LUSTRE-GARD" ACRYLIC ENAMEL, TRIPLE-COAT, BAKED-ON FINISH

New Acrylic Enamels for *all* colors. 14 Solid Colors (10 are all new). 44 Two-Tones, optional (was 42). 8 Two-Tones, optional (new for top-line models only). New Simulated Wood-Grain option for 880 and 990 wagons.

1965 FEATURES GUIDE (continued)

New and/or Improved Items Shown in Color

CUSHIONED-ACOUSTICAL MOLDED FIBER GLASS CEILING

Classic and Ambassador only. Industry exclusive. New improved print design.

LAMINATED FOAM-AND-FIBER MOLDED CEILING

American models only. Industry exclusive. New improved pattern.

DOUBLE-SAFETY BRAKE SYSTEM

Exclusive, except for Cadillac, Lark and option Corvette.

DISC BRAKES, OPTIONAL

New for Classic-Ambassador 6 and V-8 (with power brakes only).

SELF-ADJUSTING BRAKES & BONDED LININGS

STEP-ON PARKING BRAKE

Classic and Ambassador with new position for release lever. American has pull-type parking brake handle.

CURVED GLASS SIDE WINDOWS, SCENA-RAMIC

6-PASSENGER ROOM

EYE-LEVEL VISIBILITY

24,000-MILE (OR 24-MONTH) NEW CAR WARRANTY

CERAMIC-ARMORED EXHAUST SYSTEM

Muffler, exhaust and tail-pipes. Industry exclusive. (Aluminized-steel cover for muffler.)

32,000-MILE (OR 3-YEAR) CHASSIS LUBRICATION (was 33,000)

New, improved seal for lower ball joint on Classic and Ambassador.

4,000 MILE ENGINE OIL CHANGE

1,000 mile change and inspection eliminated for 1965.

FULL-FLOW ENGINE OIL FILTER, STANDARD

New Full-Flow Filter for all Americans (like Classic & Ambassador).

1965 FEATURES GUIDE (continued)

New and/or Improved Items Shown in Color

POWR-GUARD 24 "INTERCELL" BATTERY CONSTRUCTION (24-24 WARRANTY)

6-Cyl. uses 50-amp (60 with A.C.). 60-amp on all V-8's. 70-amp optional on all. "Intercell" feature is industry exclusive.

2-YEAR DOWGARD FULL-FILL COOLANT FOR ENGINE

Extra-cost 100% option. No-drain for 2-years.

NO-DRAIN TRANSMISSION LUBRICANT

NO-DRAIN REAR AXLE LUBRICANT

MINIMUM TURNING DIAMETER

Predicted industry exclusive again in 1965 for American.

DEEP-COIL FRONT & REAR SUSPENSION SPRINGS

Classic and Ambassador only.

ROAD-COMMAND FRONT SUSPENSION

All, and front design on American with unique rubber bearings for upper pivots (Industry exclusive). Sway-bar on all V-8's and all Ambassadors.

TELESCOPING SHOCK ABSORBERS

FRONT WHEEL BEARING PRECISION ADJUSTMENT

TORQUE TUBE DRIVE

Classic and Ambassador only. Industry exclusive.

MANUAL 3-SPEED STANDARD TRANSMISSION

TWIN-STICK FLOOR SHIFT, OPTIONAL

Direct overdrive control for 5 forward speeds. Industry exclusive.

1965 FEATURES GUIDE (continued)

New and/or Improved Items Shown in Color

OVERDRIVE TRANSMISSION, OPTIONAL

Not offered on most competitive cars.

FLASH-O-MATIC, OPTIONAL

Column-shift. Lighted quadrant on all. 3-speed automatic.

SHIFT-COMMAND FLASH-O-MATIC, OPTIONAL

Floor-shift control system for V-8's. New for 155 horsepower Torque Command "232" two-barrel carburetor 6's only.

HYPOID GEAR REAR AXLE DIFFERENTIAL

New improvements for longer life and quieter operation.

TRI-POISED POWER ENGINE MOUNTING

Three-point mounting system.

REGULAR GRADE GASOLINE

Except 327 cu. in. 270 HP, optional V-8 (Classic & Ambassador).

CELLULOSE-FIBER CARBURETOR AIR CLEANERS

Oil-bath type optional on American L-Head only.

AUTOMATIC CHOKE

FILTERS IN FUEL PUMP AND FUEL TANK

ENGINE COLORS & NAME STICKERS

Painted components for all (no stickers on L-Head).

4 COLORS FOR CONVERTIBLE TOPS

New grained finish. Black, white plus new blue and new aqua.

1965 FEATURES GUIDE (continued)

New and/or Improved Items Shown in Color

MANUAL-TOP STANDARD ON AMERICAN CONVERTIBLE

Power-top extra cost on American, standard on Classic & Ambassador.

CHROME ROOF BOWS

For Classic 770-H and Ambassador 990-H hardtops only.

CHROME TRIMMED PEDALS

New feature for Ambassador 990 and 990-H.

WALL-TO-WALL FLOOR CARPETING

Standard on all mid- and top-line Rambler models. Loop-pile type (luxury cut-pile on 990 and 990-H). New vinyl-coated rubber mat on 330 & 660 wagons (was carpet).

TWO ASHTRAYS IN INSTRUMENT PANEL

For Classic 660, 770 and all Amb. (one for 550 and Americans). Ball-Bearing action, new for Classic-Amb. (like 1964 American).

REAR-DOOR ACTUATED DOME LIGHTS

For 770 and 990. Industry exclusive in class.

COUNTER-BALANCED HOOD AND TRUNK LID OR TAILGATE

DEEP-SECTION, RUGGED WRAP-AROUND BUMPERS

New improved design for Classic and Ambassador.

BUMPER GUARDS, OPTIONAL

New bumper guards are factory-installed or dealer option.

STAINLESS STEEL ROCKER PANEL COVER MOLDING & WHEEL OPENING MOLDING

For Classic 770-H, Ambassador hardtops and Ambassador convertible. Ambassador 990 sedans and wagons have rocker moldings as standard, wheel opening moldings optional.

1965 FEATURES GUIDE (continued)

New and/or Improved Items Shown in Color

PUSH-BUTTON DOOR HANDLES (OUTSIDE)

All, and new design for Classic & Ambassador.

DOOR AND WINDOW HANDLES (INSIDE)

Center-screw attaching method. New window crank knob for Classics and Ambassadors.

LUBED-FOR-LIFE DOOR HINGES

New feature for Classic and Ambassador.

DOOR LOCKS

Rotary-type on American. New Claw-Type on Classic and Ambassador.

ALUMINUM SIDE WINDOW FRAMES

Classic and Ambassador only. Except convertible and hardtops. Industry exclusive (except Checker Cab).

DOUBLE SEALS FOR DOORS

Except convertible and hardtops. Industry exclusive.

EXTRUDED ALUMINUM GRILLES

All, and new for Classic & Ambassador.

14" TIRES STANDARD

15" Optional on all except V-8's. New improved design and sizes for all series.

LIFEGUARD SAFETY TIRES

Standard on 3-seat wagon (4 tires), optional on others (4 or 5 tires). Classic & Ambassador only. Industry exclusive except Lark & Willys.

5-BOLT, WIDE-RIM WHEELS

COIL SPRING SEAT CONSTRUCTION, FRONT & REAR

Full coil springs for both front and rear seats are an industry exclusive (except Studebaker and Cadillac 60 and 75). Solid-foam 3rd seat on 3-seat wagons.

1965 FEATURES GUIDE (continued)

New and/or Improved Items Shown In Color

MIRACLE-FABRIC, ALL-VINYL AND POROUS-VINYL UPHOLSTERY MATERIALS

All-new materials and designs for all series, all models. Porous-vinyl extra cost, N.A. on Convertibles, Ambassador 990 and bucket seats.

FOAM CUSHION FRONT SEAT

Rear standard on 440-H, 770, 770-H, 990 and 990-H. Rear optional on 550, 660 & 880 (not 220, 330 & 440).

6" FRONT SEAT ADJUSTMENT

New mechanism and seat structure improves rear legroom.

FRONT SEAT SIDE SHIELDS

Partial-shield (plastic) on 220, 330 and 550. Full-shield (plastic) on 660 and 880. Full-shield (chrome) on all top-line models. Many cars do not have this feature.

SWING-PIVOTING FRONT SEAT-BACKS

New feature for easier rear-seat entry on 2-door models with non-reclining seats.

AIRLINER RECLINING SEATS, OPTIONAL

New improved design with 7 positions (was 5). New mechanism permits seat back to be folded farther forward for easier rear-seat entry on 2-door models. Exclusive except for Lark, Chrysler, Thunderbird and Mercury.

INDIVIDUALLY ADJUSTABLE SEATS, OPTIONAL

Industry exclusive.

RECLINING WIDE BUCKET SEATS, OPTIONAL (AND STANDARD)

New standard seats for 440-H and 770-H. Option on 440 and 770. Not available on any Ambassador.

1965 FEATURES GUIDE (continued)

New and/or Improved Items Shown in Color

RECLINING SLIM BUCKET SEATS AND CONSOLE, OPTIONAL

Option on 440 and 770.

RECLINING SLIM BUCKET SEATS AND CONSOLE PLUS FRONT ARMREST

Option on 990 and 990-H (990-H includes rear armrest) industry exclusive.

RECLINING SLIM BUCKET SEATS AND CUSHION PLUS FRONT ARMREST

New standard seats for 990-H (includes rear armrest). Option on 990. Industry exclusive.

HEADRESTS, OPTIONAL

New improved design for greater comfort and safety. Industry exclusive except for Lark, Chrysler, Thunderbird and Mercury.

SAFETY-DISHED STEERING WHEELS

16" size on American. Classic-Ambassador use 17" new styled wheel. American & Classic: Molded rubber with new epoxy paint. Ambassador: New molded plastic wheels. Semi-horn ring standard, extra-cost on 220 & 550.

ANTI-GLARE INSTRUMENT PANEL

SAFETY-PADDED INSTRUMENT PANEL AND VISORS

Optional on all, except panel std. on Ambassador 990 & 990-H (visors std. on conv. only).

WRAP-AROUND INSTRUMENT PANEL PADDING

For Ambassador 990 and 990-H only.

BLUE-GREEN INSTRUMENT PANEL LIGHTING

All, and a new 1965 feature for American.

1965 FEATURES GUIDE (continued)

New and/or Improved Items Shown in Color

SIMULATED WOOD-GRAIN ON INSTRUMENT AND DOOR PANELS

For Ambassador 990 & 990-H only.

PAINTED CIRCUIT FOR INSTRUMENT CLUSTER

CENTRAL FUSE PANEL

ALL-ELECTRONIC ALTERNATOR & TRANSISTOR VOLTAGE REGULATOR

All, and new standard feature for Americans. 35-amp standard, 40-amp new standard feature with A.C.

HEAVY-DUTY LIGHT BULBS

ROLL-DOWN TAILGATE WINDOW ON WAGONS

3-SEAT STATION WAGON, OPTIONAL

For Classic 660, 770, new 880 and 990 only, as an option. Includes side-hinged tailgate door.

SIDE-HINGED TAILGATE DOOR

Optional on all Classic and Ambassador 2-seat wagon models (included with 3-seat option). Industry exclusive.

HIDDEN COMPARTMENT ON STATION WAGONS

Classic and Ambassador only (no key-lock on 550).

ROOF-TOP TRAVEL RACK

Standard on all except 220. Industry exclusive as standard feature.

POWER-LIFT TAILGATE WINDOW, OPTIONAL

POWER-LIFT SIDE WINDOWS, OPTIONAL

All Classics and Ambassadors only (not American or any convertible). Lock-out safety switch on drivers door.

1965 FEATURES GUIDE (continued)

New and/or Improved Items Shown in Color

VARIABLE-SPEED ELECTRIC WINDSHIELD WIPERS, OPTIONAL

PARALLEL-ACTION WINDSHIELD WIPERS

FRESH-AIR INTAKE-GRILLE SCREEN

Most other cars do not have this feature.

FRESH-AIR VENTILATION, STANDARD

WEATHER EYE HEATING SYSTEM, STANDARD

New standard feature for 1965. Improved control system and details.

ALL-SEASON AIR CONDITIONING, OPTIONAL

Improved control system and details. 40-amp alternator is a new standard feature. A.C. on Americans only with 196 cu. in. 2-barrel carb. engine. A.C. is not factory-installed on 220 or 330 with L-Head engine.

ALL-TRANSISTOR RADIOS, OPTIONAL

Improved radios for all series.

AM/FM ALL-TRANSISTOR RADIO, OPTIONAL

For Classic-Ambassador only.

VIBRA-TONE SOUND SYSTEM FOR REAR SEAT SPEAKER, OPTIONAL

For Classic-Ambassador only. Duo-Coustic rear speaker also an option (not available on wagons, convertibles or any American).

TWIN-GRIP DIFFERENTIAL, OPTIONAL

SPECIAL REAR AXLE RATIOS, OPTIONAL AT NO COST

For certain models.

1965 FEATURES GUIDE (continued)

Now and/or Improved Items Shown in Color

POWER BRAKES, OPTIONAL

DISC BRAKES, OPTIONAL

New for Classic-Ambassador 6 and V-8 (with power brakes only.)

ROAD-CONTROL POWER STEERING, OPTIONAL

Integral design system.

ADJUST-O-TILT STEERING WHEEL, OPTIONAL

7-position steering wheel for Classic-Ambassador only. Available with or less power steering for 1965.

SUNSHADE SOLEX GLASS, OPTIONAL

All. American in respect to *Sunshade Solex* for windshield only.

LIGHT GROUP, OPTIONAL

Standard feature for Ambassador 990-H.

VISIBILITY GROUP "A" & "B", OPTIONAL

APPEARANCE GROUPS "A" & "B", OPTIONAL (NEW)

ELECTRIC CLOCK

Standard on 770, 770-H, 990 & 990-H. Optional on 550 & 660. Not offered on American.

FRONT SEAT BELTS, STANDARD-QUALITY, STANDARD

Custom-Quality *retractable* front belts optional.. Rear optional. New receptacles for belt storage between bucket seats and console. New color-keyed colors (6).

1965 FEATURES GUIDE (continued)

New and/or Improved Items Shown in Color

WHEEL DISCS & HUB CAPS

New designs for all series. Wheel Discs std. on 440-H, 770-H, 990 & 990-H (others optional). New knock-off spinners for wheel discs are optional. New wire wheel covers with knock-off spinners are optional.

HEAVY-DUTY SUSPENSION COMPONENTS, OPTIONAL

H.D. Springs & Shocks, or Shocks only. Load-Levelers are dealer accessory only.



HEAVY-DUTY COOLING SYSTEM, OPTIONAL

Included with factory-installed A.C.

AIR CONDITIONING ADAPTER GROUP, OPTIONAL

To facilitate dealer-installed A.C.

POWR-SAVER FAN, OPTIONAL ON V-8's

Recommended with factory-installed A.C.

WAX COATING

Protection for new-car shipment and storage.

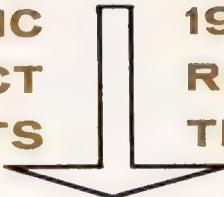
1965 Rambler Feature Advantages

FEATURE	AMERICAN				CLASSIC				AMBASSADOR		
	220	330	440	440-H	550	650	770	770-H	880	990	990-H
Weather Eye Heat. & Vent., Standard....	X	X	X	X	X	X	X	X	X	X	X
Ceramic-Armored Exhaust System.....	X	X	X	X	X	X	X	X	X	X	X
Double-Safety Brake System.....	X	X	X	X	X	X	X	X	X	X	X
Curved Side Glass vs. Flat Glass.....	X	X	X	X	X	X	X	X	X	X	X
One-Piece Uniside (Body).....	X	X	X	X	X	X	X	X	X	X	X
Deep-Dip Rustproofing.....	X	X	X	X	X	X	X	X	X	X	X
Acrylic Enamel, Lustre-Gard.....	X	X	X	X	X	X	X	X	X	X	X
Wheels and Tires 14" vs. 13".....	X	X	X	X	X	X	X	X	X	X	X
Coil Seat Springs, Front and Rear.....	X	X	X	X	X	X	X	X	X	X	X
Headrests, Optional.....	X	X	X	X	X	X	X	X	X	X	X
Reclining Seats, Optional.....	X	X	X	X	X	X	X	X	X	X	X
Reclining Bucket Seats, Standard.....				X				X			X
Air-Intake Grille Screen.....	X	X	X	X	X	X	X	X	X	X	X
Anti-Glare Instrument Panel.....	X	X	X	X	X	X	X	X	X	X	X
Intercell Battery Construction.....	X	X	X	X	X	X	X	X	X	X	X
Electronic Alternator.....	X	X	X	X	X	X	X	X	X	X	X
Double Door Seals (Sed. & Wag.).....	X	X	X	X	X	X	X	X	X	X	X
Extruded Aluminum Grille.....	X	X	X	X	X	X	X	X	X	X	X
Ball Bearing Ashtrays (Inst. Panel).....	X	X	X	X	X	X	X	X	X	X	X
Two Ashtrays (Inst. Panel).....						X	X	X	X	X	X
Roof Rack on Station Wagons.....	X				X	X	X	X	X	X	X
Hidden Compartment, Wagons.....					X	X	X	X	X	X	X
Lighted Ignition-Key Hole.....					X	X	X	X	X	X	X
Torque Tube & 4-Coil Springs.....					X	X	X	X	X	X	X
Step-On Parking Brake.....					X	X	X	X	X	X	X
Aluminum Door Frames (Sed. & Wag.).....					X	X	X	X	X	X	X
Fiber-Glass Headlining.....					X	X	X	X	X	X	X
Laminated Headlining.....	X	X	X	X	X	X	X	X	X	X	X
Rear Door Switches (Dome Lite).....						X	X	X	X	X	X
Torque Command Engine, Standard.....					X	X	X	X	X	X	X
Roof Bows, Bright.....							X	X	X	X	X
Wrap-Around Padded Inst. Panel.....								X		X	X
Wood-Grained Overlay, Inst. Panel.....									X	X	X
Wood-Grained Overlay, Door Panels.....									X	X	X
Folding Center Armrest, Frt. & Rr.								X		X	X
Disc Brakes, Optional.....					X	X	X	X	X	X	X

1965 RAMBLER AMERICAN . . . *The Compact Economy King*



106" Wheelbase . . . 177 $\frac{1}{4}$ " Length . . . 90, 125 & 155 HP

**BASIC
PRODUCT
CONCEPTS****1965
RAMBLER AMERICAN . . .
The Compact Economy King**

There isn't another compact on the road like this one! The new Rambler American for 1965 combines more glamour with deep-down good sense than ever before . . . a fresh, new expression of the Compact Economy King.

The American features styling refinements fore and aft, from its new fine-line grille design, to new full-length side moldings, and to bigger, bolder taillights. It sparkles in a choice of 14 contemporary colors, all of them new longer lasting Lustre-Gard acrylic enamels. It rides proudly on improved low-profile 14-inch tires or optional 15" tires. It offers more legroom for rear seat passengers, wide door openings, curved glass side windows and 6-footer headroom . . . even easier rear seat entry on 2-door models. It says quality load and clear with new inside styling touches, new blue-green instru-

ment panel lighting, and an even more efficient Weather Eye heater as a new standard feature for '65. It again offers the strength and long life of Rambler's unique Advanced Unit Construction.

Under the hood there's a great selection of thrifty 6's available: the popular 90-and 125-hp versions, and now, the all-new 155 horsepower Torque Command 232 engine option that wraps up economy with exhilarating performance. The electronic alternator and transistorized voltage regulator are new standard features for all '65 American engines. And, engine oil filters are now of the full-flow type for greater protection.

That's the new '65 American . . . the Compact Economy King . . . long on luxury and still the easiest U.S.-built car to turn, park and handle . . . and to own.



1965 MODELS AND BODY STYLES

AMERICAN

10 versions of the
Compact Economy King

MODELS (106" wheelbase)	220	330	440	440-H
2-DOOR SEDAN	6506	6506-2		
2-DOOR CONVERTIBLE			6507-5	
2-DOOR HARDTOP			6509-5	6509-7
4-DOOR SEDAN	6505	6505-2	6505-5	
4-DOOR STATION WAGON	6508	6508-2		

AMERICAN "220" TWO-DOOR SEDAN

90 HP Standard . . . 125 HP and NEW 155 HP Optional



This Rambler American "220" two-door sedan is the lowest priced Rambler for 1965 . . . but it offers all of the major quality and styling features that will continue to strengthen its enviable role as the "success" car, again in '65. The new swing-pivoting front seat back greatly improves access to the rear seat. The low, sleek styling plus generous glass area provides excellent visibility all around.

AMERICAN "330" TWO-DOOR SEDAN

90 HP Standard . . . 125 HP and NEW 155 HP Optional



Rambler's middle-line American "330" two-door sedan is a handsome, happy medium model that combines a big measure of thrift with new '65 style and beauty. Note how the new *full-length* side panel molding imparts a longer appearance to the same overall compact length of 177 $\frac{1}{4}$ ". Again, the 14-inch tires, with new improved low-profile design, are standard on all models (15" optional). Standard hub caps are new, and new wheel discs are optional at extra cost (standard on 440-H). New "Lustre-Gard" Acrylic Enamel finish is used for all colors on all '65 Rambler models.

AMERICAN "440" FOUR-DOOR SEDAN

125 HP Standard . . . NEW 155 HP Optional



This "440" model comes on as the neatest, niftiest 4-door in Rambler's compact series and illustrates beautifully the spacious dimensions that have been designed into 1965 Americans. The new full-length side molding plus the two front fender strip moldings all carry a new black insert, adding a distinctive longer look to 440 models (and the 440-H hardtop). There's ample 6-passenger roominess plus improved rear-seat legroom ($1\frac{3}{4}$ " more than last year) riding on the easy-handling 106" wheelbase. New wheel discs, with or less new spinners, and new wire-wheel covers, are optional.

AMERICAN "330" FOUR-DOOR SEDAN

The American "330" 4-door holds a mid-line price but doesn't skimp on any of the important new '65 features. All '65 Americans feature new full-flow engine-oil filters (replacing the previous partial-flow type). And, the electronic alternator system is a new *standard* feature on all American models for '65.

AMERICAN "220" FOUR-DOOR SEDAN

This thrifty new "220" is Rambler's lowest priced sedan with 4-door convenience. It's strictly budget minded, but offers the same dimensions of comfort and roominess as do all of the new '65 Americans. The newly-styled extruded aluminum grille adds brawn as well as beauty to all '65 Americans. All models, with the exception of station wagons, feature a center-located gas filler cap in the rear.



90 HP Standard . . .

125 HP and NEW 155 HP Optional



AMERICAN "440-H" TWO-DOOR HARDTOP

125 HP Standard . . . NEW 155 HP Optional



That new, clean front-end design—presented here in the handsome "440-H" hardtop—is the unmistakable mark of the 1965 American. The new grille is a tasteful refinement of the successful 1964 theme and continues with quality extruded-aluminum construction. The headlights are recessed in aluminum housings with a new black finish. But that's just the beginning! Between and including its deep-section, wrap-around bumpers, every styling feature combines beauty with function. The 440-H has a unique, new molding on the side of the roof that continues down the rear pillar (with solid colors or optional two-toning). The "440-H" now features wide bucket seats that recline (a new, improved design), the 125-hp OHV engine and wheel discs, all as standard equipment.

AMERICAN "440" TWO-DOOR HARDTOP

125 HP Standard . . NEW 155 HP Optional



Moving to the rear of the "440" hardtop, you see how the styling theme flows to a successful conclusion in the crisp, uncluttered treatment of the slim-line roof design and the rear quarter. Notice, too, that the side windows, framed in chrome-finished steel, are fashioned of curved glass. Taillights have a new, bolder appearance, and the panel between the lights is newly trimmed. Wheel discs are optional on the 440 this year. And for extra "dress up", new Appearance Group A and B options are offered on all Americans (except wagons). The "A" option contains rocker panel moldings, rear fender and deck moldings plus wheel discs with spinners. Option "B" is the same but with wire-wheel covers.

AMERICAN "440" CONVERTIBLE

125 HP Standard . . . NEW 155 HP Optional

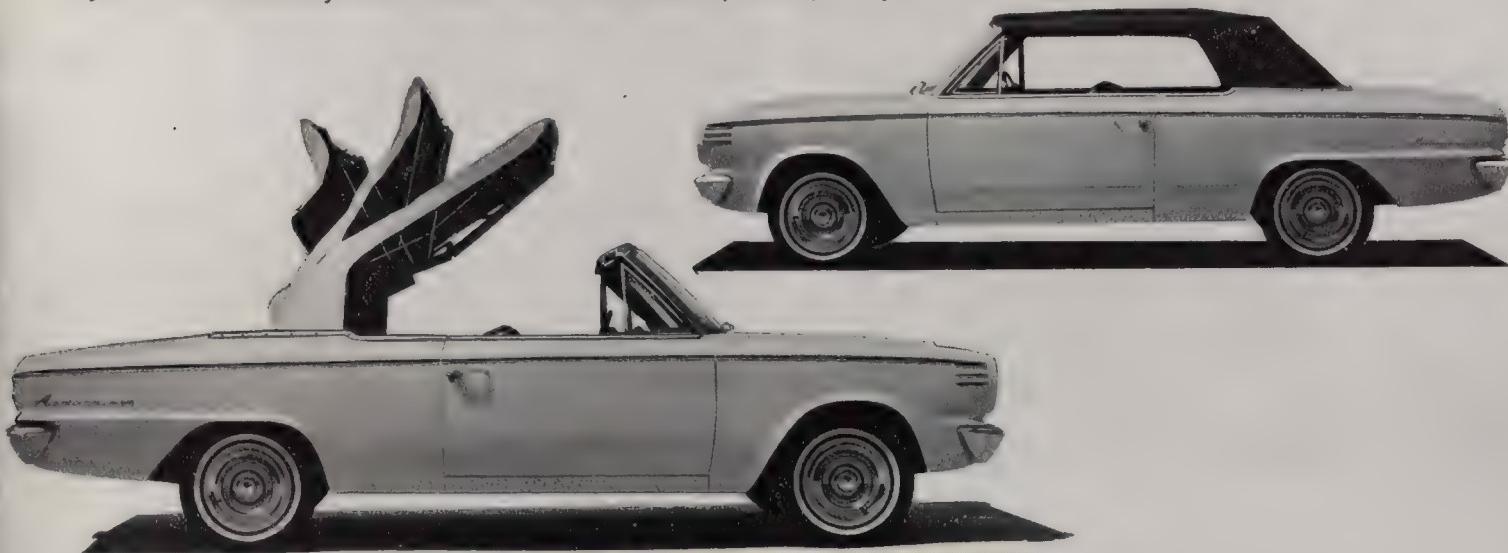


Fashioned as a "440" convertible, the '65 Rambler American styling comes off as the smartest looking compact that ever lowered a top. Our lowest-priced convertible has an easy-to-operate manual top that is standard and available in four colors! It's low and longer looking with more glamorous all-vinyl interiors that offer more rear-seat legroom plus excellent all-round visibility. And beneath all that beauty, the front-door pillar and underbody structure has been redesigned so that it's brawnier than ever before. New wheel discs are optional.

"TOP" FEATURES

EASY-TO-OPERATE MANUAL TOP STANDARD

The standard manual top, counterbalanced for easy operation, lowers the price of the "440" convertible. That's the big advantage. The powered top, offered as a factory-installed option, is an electro-hydraulic system actuated by a switch on the instrument panel (safety-wired via ignition key).



4 TOP COLORS OFFERED

Two of the four top colors have been changed for 1965. As a no-extra-cost feature, choose between black, white, new blue or new aqua. Weather-tight nylon tops are vinyl-coated for easy cleaning. The texture of the vinyl coating on the exterior surface is improved with a new leather-like grained pattern. The clear plastic rear window is zipper-held across the top, and a unique pressure sensitive self-locking fabric is used on the sides. A neat, snap-on boot cover is standard.

AMERICAN INTERIORS



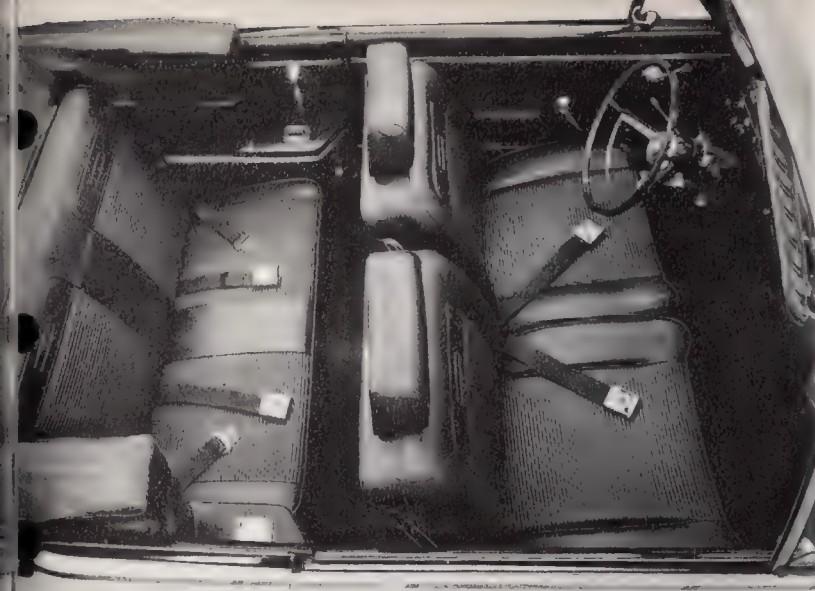
AMERICAN "220"

Pageant is the new silver-black fabric upholstery pattern featured in "220" models. A new porous vinyl material is an option. Front seat side shields are standard on the 220.

AMERICAN "330"

Six interior color selections are offered in the mid-line "330" models. The new fabric seat pattern is called Marina. Porous vinyl seat upholstery is optional.

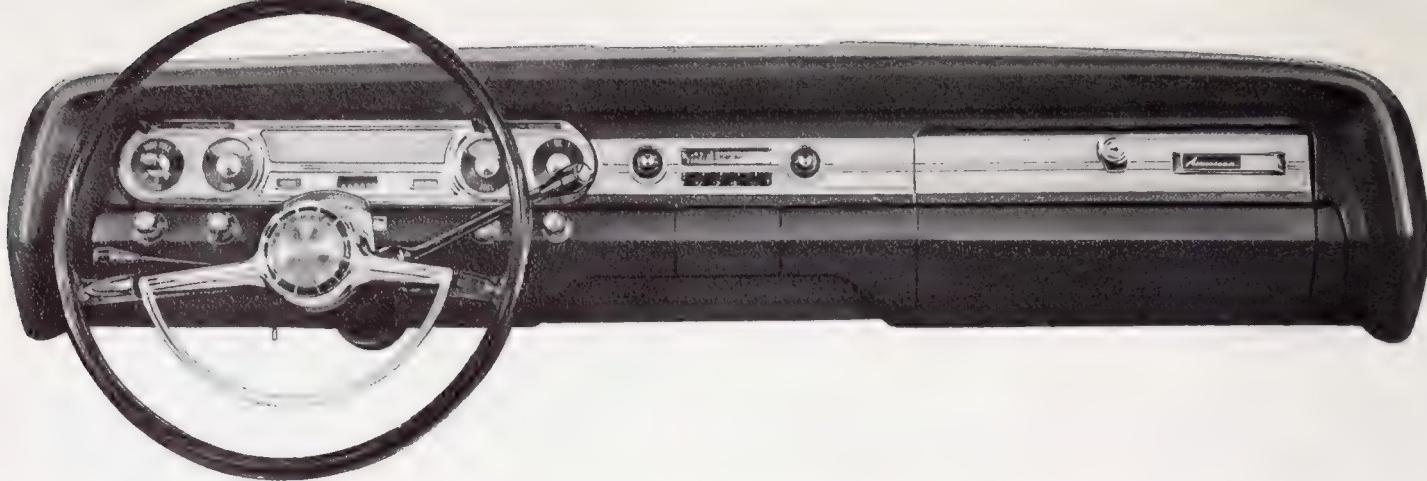




AMERICAN "440" AND "440-H"

Solid off-white interior is all-new for '65. This new white all-vinyl seat trim plus six other colors is standard in the "440" convertible, and is available as an option in the "440" hardtop, and included with bucket seats for all "440" and "440-H" models. Porous vinyl is also optional (not on bucket seats or convertible). Standard front seat on "440" is full-cushion with a non-reclining, full-back (divided on 2-doors). Improved Airliner Reclining Seats (divided back) are optional, as are individually adjustable reclining

seats. Slim bucket seats with console are optional on all "440" and 440-H" models. Wide bucket seats are a new standard feature for the "440-H", and are optional on the "440". Both type bucket seats are reclining and have either fabric or all-vinyl upholstery. Foam cushion for the front seat is standard on all Ramblers. Rear foam cushion is standard and available only on the "440-H". Safety-padded instrument panel and sun visors are optional on all models (padded visors are standard on the convertible).



AMERICAN INSTRUMENT PANEL

- Anti-glare finish on entire upper surface reduces windshield glare
- Newly-trimmed instrument cluster is well lighted and easy to read
- New blue-green lighting improves night vision
- All controls are easy to operate
- Eye-level visibility
- New, decorative brushed-aluminum overlay trim panel added to 440 and 440-H
- Two-tone instrument panel color scheme in most "330", "440" and "440-H" models
- Safety-Dished 16-inch steering wheel with new, improved "epoxy" paint finish for greater durability
- The $\frac{2}{3}$ -arc horn ring is standard on "330", "440" and "440-H" models (optional on 220)
- Cigarette lighter (safety wired) standard in all but "220" models
- Big ashtray, centrally located, features four ball bearings to assure smoothest action
- Glove compartment with cup impressions in the door (key lock on "440" and "440-H")
- Printed circuit and fuse panel for easy servicing and greater reliability
- Direct lighting in automatic transmission quadrant for easy night operation
- Safety padding on panel and visors is optional (padded visors are standard on convertible)



LAMINATED FOAM-AND-FIBER CEILING

The laminated foam-and-fiber ceiling (headliner) is an exclusive feature for all American models, except the convertible. A new fore-'n-aft ribbed pattern imparts a greater look of length inside. The molded-to-shape, form-fitting ceiling panel is easy to clean and wears exceptionally well.

WALL-TO-WALL CARPETING

Loop-pile carpeting, made of thick, durable rayon-viscose yarn and color-keyed to the interior, is standard on all "330", "440", and "440-H" models. On the "220", the black rubber floor mats are vinyl coated for durability. The station wagon cargo floor is protected with a color-keyed vinyl-coated rubber mat on 330 models, and a black rubber mat on 220 models.



EXTERIOR MOLDING AVAILABILITY

All exterior moldings and trim components are newly styled and allocated in a way that gives each model its own quickly and easily recognized, distinctive look.

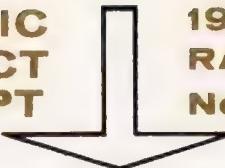
FRONT	220	330	440	440-H	SIDE	220	330	440	440-H
Windshield Molding.....	X	X	X	X	"American" Script, Rear Fender.....	X	X	X	X
"A" Hood Medallion.....	X	X	X	X	Model Identification, Rear Pillar(Rear Fender, Conv.)	X	X	X	X
"Rambler" Nameplate (Grille).....	X	X	X	X	Hub Caps (Discs, Extra) ...	X	X	X	X
Air-Scoop Center Molding.	X				Wheel Discs.....				X
Air-Scoop Center and Surround Molding.....		X	X	X	Full-Length Molding.....		X		
					Full-Length Molding with Black Insert plus Two Moldings on Front Fender		X	X	
Rear Window Molding.....	X	X	X	X	Side-Window Base Molding				Except Sedan X
"Rambler American" Nameplate.....	X	X	X	X	Side-Window Drip Molding	X	X	X	X
Lower Panel Molding.....	.	X			Side Roof Molding.....				X
Lower Panel Moldings.....			X		Sta. Wag. Rear Side-Window Molding.....		X		
Lower Panel Trim Plate....				X	Sta. Wag. Roof Top Travel Rack.....				
Chrome Gas Cap.....			X	X			X		

1965 RAMBLER CLASSIC 6 & V-8

... New Intermediate-Size Rambler



112" Wheelbase . . . 195" Length (193" Wagons) . . . 128, 145, 155, 198 & 270 HP

**BASIC
PRODUCT
CONCEPT****1965****RAMBLER CLASSIC 6 or V-8****New Intermediate-Size Rambler**

Classics stand beautifully on their own unique styling theme for 1965. In 11 model variations—including a completely new "770" convertible—Rambler's popular middle line offers benefits from both ends of the price range, blending sound, sensible economy advantages with fine-car craftsmanship and a genuine look of spectacular luxury. Distinctive Classic styling, all-new for 65, begins with its new extruded aluminum grille and horizontally-mounted dual headlamps and flows back cleanly to new taillights that bend around both corners to heighten visibility as well as the rear deck design. The wheelbase remains 112 inches, but new styling has added 5 beautiful inches to overall

length in the rear of sedans, hardtops and the new convertible, plus greater trunk capacity, and 3 inches to station wagon models. The big news under the hood is Rambler's crack line up of powerplants . . . Torque Command 6's with 128-hp standard on the "550", and 145-hp standard on "660", "770" and "770-H" models, plus an optional 155-hp version. A pair of high-performance V-8 engines, 198-and new 270-hp, are optional. There's a healthy list of mechanical and equipment improvements, too, some small, seemingly of little importance, but all contributing to make this the finest Rambler yet in the Classic tradition.



**1965 MODELS AND
BODY STYLES**

CLASSIC 6 & V-8

11 versions of the
New Intermediate-Size Rambler

MODELS (112" wheelbase)	550	660	770	770-H
2-DOOR SEDAN	6516	6516-2		
2-DOOR CONVERTIBLE			6517-5	
2-DOOR HARDTOP			6519-5	6519-7
4-DOOR SEDAN	6515	6515-2	6515-5	
*4-DOOR STATION WAGON	6518	6518-2	6518-5	

*Side-hinged tailgate door is an extra cost option on 2-seat models.

Side-hinged tailgate door is included as part of the 3rd seat extra-cost option package available on the 660 and 770.

CLASSIC "550" TWO-DOOR SEDAN

New 128-hp 6 standard . . . New 155-hp 6 plus two V-8 options : 198-hp and new 270-hp



Here's two-door styling with full 6-passenger comfort in the lowest priced Classic of all! The mark of distinction of a new, longer "550" model is its clean sweep of side-panel metal, artfully sculptured with just a subtle touch of chrome extending from the front door and capping the slim crown of the rear fender. Plus features on even the lowest priced Classic "550" include: Advanced Unit Construction, Deep-Dip Rustproofing, Ceramic Armored Exhaust System, Double Safety Brake System, Weather Eye Heater and the Torque Command engine. The front seat folds down farther for easier rear-seat entry . . . a new feature for '65. The "550" offers economy-minded buyers an easy step-up into a full intermediate-size car. See "Equipment" section for new dress-up Appearance Groups optional on "550," "660" and "770" models.

CLASSIC "660" TWO-DOOR SEDAN

New 145-hp 6 standard . . . New 155-hp 6 plus two V-8 options : 198-hp and new 270-hp



This new "660" is the top-of-the-line Classic two-door sedan, and proves in short order that quality and craftsmanship can be purchased at remarkably low cost. The "660" models are quickly recognized by their new stainless steel molding that extends from the front fender into the door panel. New rear-end design treatment features wraparound horizontal taillights. The five-inch increase in length improves overall appearance and provides a roomier trunk (15.2 cu. ft.) with the convenience of low, bumper-line loading height.

CLASSIC "770" FOUR-DOOR SEDAN

New 145-hp 6 standard . . . New 155-hp 6 plus two V-8 options: 198-hp and new 270-hp



At the top of the Classic sedan line stands this "770" four door, traditionally one of the most popular Ramblers made. You can tell a "770" model at a glance by its gleaming new full-length side molding with black insert. Notice, too, the chrome trim on the impressed sections of the rear pillar. That's also a distinctive mark of a "770" model. Featured inside is more comfort and quality than you would ever expect to find in the Classic price class. All Rambler models have improved rear seat legroom for 1965.

CLASSIC "660" FOUR-DOOR SEDAN

In this mid-line "660", as in all Classic models, there's a solid built-to-last look about its beauty. There's a new feeling of leanness and length, too. For '65—all sedan models are 5" longer to the rear for styling beauty and more room in the luggage compartment.



New 145-hp 6 standard . . . New 155-hp 6 plus two V-8 options

CLASSIC "550" FOUR-DOOR SEDAN

The economy edition of the Classic 4-door bears the "550" number, and it comes on as one of the biggest-value, family-size car buys offered by anybody. The Classic "550" features the new thrifty 128-hp Torque Command 6 as standard.



New 128-hp 6 standard . . . New 155-hp 6 plus two V-8 options

CLASSIC "770" TWO-DOOR HARDTOP

New 145-hp 6 standard . . . New 155-hp 5 plus two V-8 options: 198-hp and new 270-hp



Meet the style leaders of the Classic series—a pair of hardtops that feature standout styling from gleaming new extruded aluminum grille to all-new wraparound taillights. Styled over a beautifully proportioned 112-inch wheelbase, the '65 Classic is 5 inches longer from bumper to bumper than last year's hardtop model. Notice, flowing from the roof, the fastback angle of the slim rear pillar. Classic hardtops are more than a full inch lower than sedan models.

CLASSIC "770H" TWO-DOOR HARDTOP

New 145-hp 6 standard . . . New 155-hp 6 plus two V-8 options: 198-hp and new 270-hp



The "770-H" is Rambler's new super-sport hardtop for '65. You'll spot it right away by its gleaming rocker panel molding and distinctive chrome trim around the new, sleek wheel openings. (The "770" features a full-length side molding.) Notice, too, the "fence" molding at the base of the side windows on all hardtop models. Newly designed wheel discs, still another mark of distinction, are standard on the Classic "770-H", optional on all other Classics. Inside, wide bucket seats and chrome roof bows are standard marks of the new "770-H."

CLASSIC "770" CONVERTIBLE

New 145-hp 6 standard . . . 155-hp 6 plus two V-8 options: 198-hp and new 270-hp



That long, lean convertible up above is all new . . . and big news in the Classic series for '65. The "770" beauty combines all the traditional quality and economy benefits of a Rambler Classic with the fun-in-the-sun advantages of a great convertible. The all-vinyl interior and power-operated top are standard features. An impressive major feature is its built-in brawn. The "A" pillar is fully reinforced from the upper door hinge down to the rocker panel. There's extra longitudinal structural rigidity. And, added reinforcements to the rear body sills on both sides. Wheel discs are optional. See "Equipment" section for new Appearance Groups for extra dress-up.

POWER-OPERATED TOP STANDARD

A power-operated convertible top (at no extra cost) is another good example of the fine-car features that are standard in Classic models. The top mechanism features an electro-hydraulic system that is actuated by a switch on the instrument panel (safety-wired via ignition key).



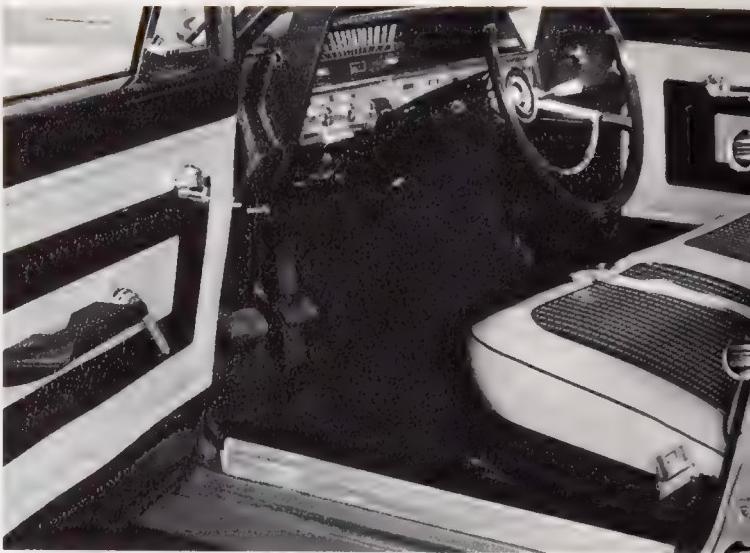
A CHOICE OF 4 TOP COLORS

There's a black top and a white one available with all of the exciting '65 body colors (all in new Lustre-Gard acrylic enamels). Plus a blue and an aqua available with a more limited number of colors. The weather-tight, vinyl-coated nylon top, with black twill backing, features a striking new leather-grain pattern on the outside surface. The clear plastic rear window is zipper-held across the top, and a unique pressure sensitive self-locking fabric is used on the sides.

CLASSIC INTERIORS

CLASSIC "550"

The striking new "550" model upholstery pattern is called Pageant and comes in three colors, all of them new for 1965. Improved Airliner Reclining Seats, with or without individual adjustment are optional.



CLASSIC "660"

There's a choice of six seat colors in the new "660" Concord pattern this year. Durable and distinctive Porous Vinyl upholstery is available in all Classic models at extra cost, except convertible and bucket-seat models.



CLASSIC "770" and "770-H"

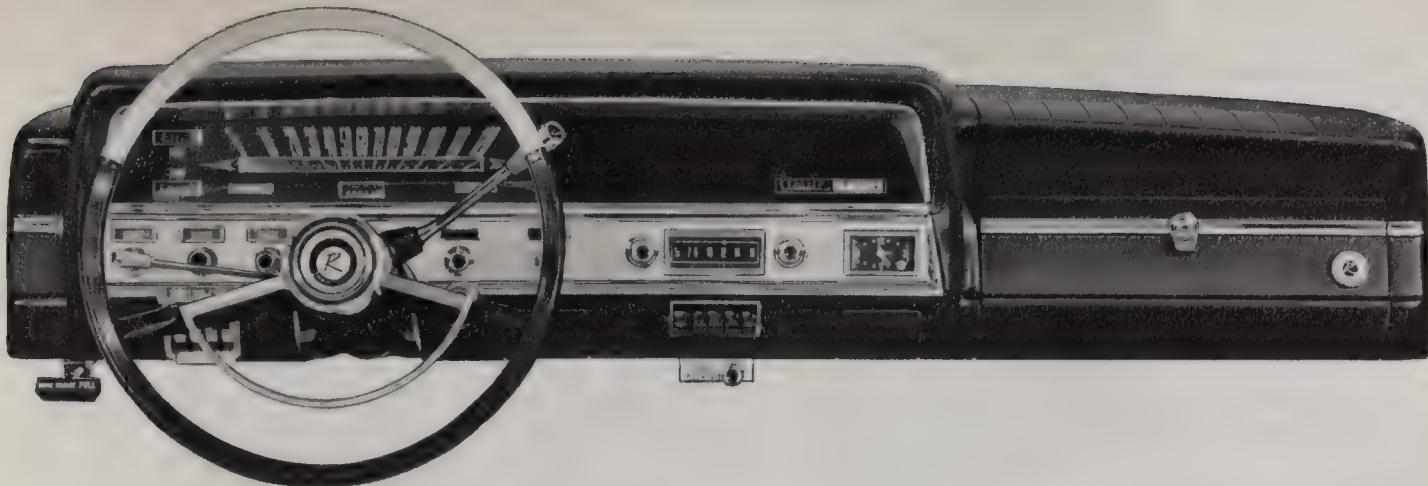
There's a choice of six pattern colors and seven trims available in the Danube pattern for the new "770" and "770-H" models. Porous vinyl upholstery is optional (not on convertible or bucket seats). Standard front seat on "770" is full-cushion with a non-reclining, full-back (divided on 2-doors). Airliner reclining seats (divided back) are optional, as are individually adjustable reclining seats, in all models except the "770-H". Slim bucket seats with center console are optional on "770" and "770-H" models.

Wide bucket seats are standard in the "770-H" hardtop. Both types recline, and are available with either fabric-with-vinyl or all-vinyl upholstery (convertible with only all-vinyl). Front seat foam cushion is standard on all Ramblers. Rear seat foam cushion is standard on the "770" and "770-H", optional on "550" and "660" models. Safety-padded instrument panel and sun visors are optional (padded visors standard on convertible).

CLASSIC INTERIORS "770" CONVERTIBLE

The deep-down comfort of full-cushion, split-back front seats is standard in the new Classic "770" convertible. The front seat flips forward fully for easy rear seat entry into this sun-loving beauty. The all-vinyl upholstery is standard, and is available in six different colors and seven trims including all-black and new all-white (and a new option for the "770" hardtop). Individually adjustable reclining seats, as well as slim bucket seats with console and wide bucket seats plus headrests are available as extra-cost options. To top off the interior, the power top is standard.





CLASSIC INSTRUMENT PANEL

- New fully extended control panel hood
- New easy-to-read rectangular instrument cluster
- Instruments and basic controls conveniently located and well lighted
- Ignition lock features new lighted key slot
- New heater controls contained in a single convenient panel to the left of the steering wheel
- Anti-glare finish on entire upper surface reduces windshield reflection
- Blue-green lighting improves night vision
- Newly styled 17" steering wheel, with safety-dished design, features new epoxy-paint finish
- Horn ring standard on "660," "770" and "770-H" (optional on "550")
- Twin ash trays in Classic "660," "770" and "770-H" (one in "550") with new ball-bearing design for smoothest action
- Cigarette lighter standard in all models, safety wired via key
- Spacious glove compartment with cup impressions in the door (key lock on "660," "770," "770-H")
- Electric clock standard in "770," "770-H"; optional in "550" and "660"
- Safety padding on panel and visors optional (padded visors standard on convertible)



CUSHIONED-ACOUSTICAL MOLDED FIBERGLASS CEILING

A unique feature again for '65, the Cushioned-Acoustical molded fiberglass ceiling panel features a transverse ripple surface with a new random print design, color-keyed to interiors. The fiberglass panel, permanently molded to shape for a perfect fit, is waterproof as well as non-inflammable. Its big advantages are found in the way it effectively deadens road noises and insulates against both summer heat and winter cold for greater passenger comfort. The panel is one-piece for sedans and hardtops. Station wagons have a two-piece panel with an improved joint design.



REAR-DOOR-ACTUATED DOME LIGHTS

Open the front or rear doors of a "770" four-door sedan or station wagon and the roof-mounted dome lights automatically snap on. The feature is an industry exclusive in Rambler's class. On "660" models, the dome light is actuated by the front doors. On "550" models, the front door switch is included in the optional "Light Group." Hardtop models feature a light on each rear pillar in place of the single dome light. In addition to automatic actuation of lights by doors, the lights can be turned on by rotating the main light switch fully to the left.

WALL-TO-WALL CARPETING

Loop-pile carpeting, made of dense and durable rayon-viscose yarn, and color-keyed to the interior, is standard in "660," "770" and "770-H" Classic models. On the Classic "550", the rubber floor mats (color keyed) are vinyl coated for durability. Vinyl coated cargo-floor mat is new for "660" wagons.

Door- and side-panel armrests in "770" and "770-H" models feature a new chrome-finished base. The entire door trim panel is newly-styled on all Classic models.



EXTERIOR MOLDING AVAILABILITY

All exterior moldings and trim components are newly styled and allocated in a way that gives each model its own quickly and easily recognized, distinctive look.

	550	660	770	770-H		550	660	770	770-H	
FRONT										
Windshield Molding.....	X	X	X	X	Rear Pillar Panel Moldings.				X	
"Rambler" Hood Letters...	X	X	X	X	Hub Caps (Discs, Extra)...	X	X	X		
Molding Around Grille....	X	X	X	X	Wheel Discs.....				X	
					"Classic" Script on Front Fender.....	X	X	X	X	
SIDE										
Partial-Length Mid-Molding		X			Model Identification, Front Fender.....	X	X	X	Rear	
Full-Length Mid-Molding...			X		232 Six or V-8 Medallion, Front Fender.....	X	X	X	X	
Rear Fender Crown Molding.....	X	X	X	X	"Cross Country" Script, Wagon Rear Fender.....	X	X	X		
Side-Window Base Molding for Hardtop and Convertible.....			X	X						
Side-Window Upper-Drip Molding.....			X	X	REAR					
Rocker Panel Molding.....			X		Rear Window Molding.....	X	X	X	X	
Wheel Opening Molding...			X		Rear Panel Molding.....		X			
Rear Pillar Base Molding..	X	X	X	X	Wide Rear Panel Overlay..			X	X	
					"Rambler" Letters.....	X	X	X	X	
					"Classic" Script.....	X	X	X	X	

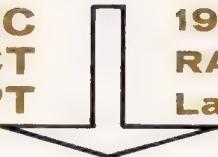
See "Equipment" Section for New "Appearance Groups A and B"

1965 RAMBLER AMBASSADOR 6 & V-8

... Largest and Finest of the New Ramblers



116" Wheelbase . . . 200" Length (197" Wagons) . . . 155, 198 & 270 HP

**BASIC
PRODUCT
CONCEPT****1965****RAMBLER AMBASSADOR 6 or V-8****Largest and Finest of the New Ramblers**

The Ambassador for '65 has grown and blossomed into spectacular beauty and grace with all-new size. Sedans, hardtops and the new convertible are a full 10 clean-flowing inches longer for greater beauty and a larger trunk. Station wagons are 7 inches longer. The wheelbase of all models is lengthened from 112 to 116 inches contributing to a finer ride. Now, unquestionably, the Ambassador is a luxury car in the strictest sense of the term: a spectacular achievement in design, a car that represents the last word in comfort and convenience, a car that ingeniously fashions new ideas about styling and performance within the traditional Rambler framework of sound craftsmanship and mechanical excellence. Styling highlights include its fine-line extruded aluminum grille and vertically-

mounted dual headlamps up front, a long sweep of beauty in profile, and full-height taillights blended into slim-crowned rear fenders. With new "880" models, plus the new "990" convertible, the model count is doubled to 8 models to attract and please a greater segment of the car-buying public. In the power department, the Ambassador features a 2-barrel version of the Torque Command 6 as the standard engine. This one weighs in at 155-hp; while a pair of V-8's, 198- and 270-hp, are champing at the bit as options. Details about models—including the stunning new "990" convertible—interior features and refinements, plus mechanical improvements, combine to describe the ultimate Rambler achievement . . . the 1965 Ambassador.



1965 MODELS AND BODY STYLES

AMBASSADOR 6 & V-8

**8 versions of the
Largest and Finest of the New Ramblers**

MODELS (116" wheelbase)	880	990	990-H
2-DOOR SEDAN	6586-2		
2-DOOR CONVERTIBLE		6587-5	
2-DOOR HARDTOP		6589-5	6589-7
4-DOOR SEDAN	6585-2	6585-5	
*4-DOOR STATION WAGON	6588-2	6588-5	

*Side-hinged tailgate door is an extra-cost option on 2-seat models.

Side-hinged tailgate door is included as part of the 3rd seat extra-cost option package available on the 880 and 990.

AMBASSADOR "880" TWO-DOOR SEDAN

New 155-hp 6 standard . . . two V-8 options: new 198-hp and 270-hp



This new two-door sedan version of the new Ambassador "880" model is the lowest priced car in Rambler's new luxury line. It's got that great new Ambassador look for '65—vertically mounted dual headlamps; newly styled fine-line extruded aluminum grille; ten inches more length overall; full height vertical taillights. And it has its own distinguishing "880" model marks in the trio of chrome trim bars on the rear pillar. The wheelbase this year is increased from 112 to 116 inches for improved riding qualities and that "long-hood" look. The overall length is up from 190 to 200 inches (197 for wagons) for a bigger, better-looking package plus more trunk room. See "Equipment" section for information on new Appearance Groups to dress up the "880" even more.

AMBASSADOR "880" FOUR-DOOR SEDAN

New 155-hp 6 standard . . . two V-8 options: new 198-hp and 270-hp



The new "880" model four-door sedan emphasizes the delightfully new leaner, longer look that all Ambassador models will be sporting this year. There's more hood length, without loss of road visibility, plus increased riding comfort. There's increased leg room for rear seat passengers. And there's more space than ever in that new king-size luggage compartment. Notice the all-new rocker panel section that is moved outboard two inches on each side resulting in a new, more solid and heavier-based appearance. An added measure of satisfaction is in knowing that beneath the Ambassador's luxury look is the extra strength and long life of Rambler's Advanced Unit Construction. See "Equipment" section for information on new Appearance Groups to dress up the 880 even more.

AMBASSADOR "990" FOUR-DOOR SEDAN

New 155-hp 6 standard . . . two V-8 options: new 198-hp and 270-hp



The big advantage of this "990" stands out beautifully: four-door convenience done in the incomparable manner of all-new Ambassador styling for '65. The highlights of this year's look begin with the distinctive new vertically-mounted dual headlamps, the new double-sectioned extruded aluminum grille, and cover refinements from trim to new larger full-height tail-lights. A new full-length chrome trim molding caps the slim crown of the door and fender panels of all the prestige Ambassadors for 1965. Stainless steel rocker panel moldings are standard on all "990" models. Moldings around wheel openings are optional on "990" sedans and wagons, and standard on all hardtops and the convertible.

AMBASSADOR "990-H" TWO-DOOR HARDTOP

also offered as a "990". New 155-hp 6 standard . . . two V-8 options: new 198-hp and 270-hp



The "990-H" is the Number One Hardtop from every point of view: a natural-born luxury leader from its slim-line hardtop styling to its richly appointed bucket-seat interior . . . a prestige automobile from the way it looks to the way it moves. The difference between the "990" and "990-H" is that the "H" has slim bucket seats, center cushion and fold-down arm rest as standard. The "990-H" also has the rear seat fold-down armrest as an exclusive standard feature. Both hardtops (and the convertible) sport the new chrome moldings around the wheel openings (optional on "990" sedans and wagons). All "990" and "990-H" models feature rocker panel moldings.

AMBASSADOR "990" CONVERTIBLE

New 155-hp F-1 standard . . . two V-8 options: new 198-hp and 270-hp



Fashion the all-new Ambassador lines and styling grace into a "990" convertible and you have the handsomest outdoor specialist that ever went hunting for fun in the sun. This one's the ultimate, the flag-ship of the great Rambler line for '65. The Ambassador "990" convertible is the best example yet of the ingenious way Rambler combines spectacular glamour with good, solid engineering. With the power-operated top up, the convertible is weather tight for comfort in any season. Like the Classic convertible, the "A" pillar is fully reinforced from the upper door hinge down to the rocker panel. There's extra longitudinal structural rigidity. And, added reinforcements to the rear body sills on both sides. Wheel discs, wheel opening moldings and rocker panel moldings are standard.

POWER-OPERATED TOP STANDARD

The Ambassador "990" convertible naturally provides a power-operated top at no extra cost. The top mechanism features an electro-hydraulic system that is actuated by a flip of the switch located on the instrument panel (safety-wired via ignition key).



A CHOICE OF 4 TOP COLORS

Black, white, new blue and new aqua are available to go with Rambler's bright '65 array of Lustre-Gard acrylic enamel body colors. The weather-tight, vinyl coated nylon top, with black twill backing, features a striking new leather-grain pattern on the outside surface. The clear plastic rear window is zipper-held across the top, and a unique pressure sensitive self-locking fabric is used on the sides.

AMBASSADOR "880" INTERIOR

Full-cushion seats with full backs (split-back on the "880" two-door) are standard in six new Patio pattern colors. Reclining seats—with full-cushion, split-back, or split-cushion, split-back—are optional at extra cost. Porous vinyl trim in the "Nicaragua" pattern is also available as an option. On two-door models, the front seat folds down in a new way to provide easier rear-seat entry and exit.





AMBASSADOR "990" and "990-H"

The new Embassy pattern, in six upholstery and seven trim colors, is standard in "990" and "990-H" models. Standard front seat in "990" models has a full-cushion with a non-reclining, full back. Full-cushion seats with split, reclining backs or individually adjustable reclining seats are optional. Slim bucket seats, reclining, with front arm rests and sub-seat cushion, are standard in "990-H" models, optional at extra cost in the "990's." The rear seat fold-down armrest is

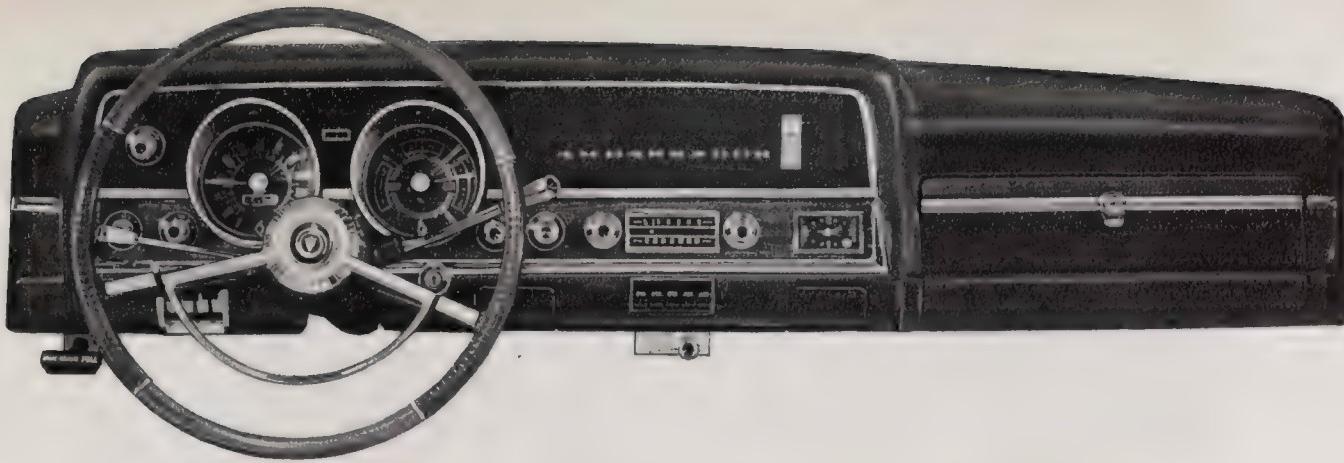
an exclusive 990-H feature. All-vinyl upholstery, standard in the "990" convertible, is an extra-cost option in other "990" models. Porous vinyl is not available in either "990" or "990-H" models. Instrument panel safety padding and simulated walnut-grain inserts are both blended into the door panels, which are further accented with carpeting. The front seat-back panel is a new one-piece molded-fiber panel for improved knee room and neat appearance.



INTERIOR "990" CONVERTIBLE

In the Ambassador convertible, full-cushion, split-back front seats are standard. The all-vinyl upholstery is available in 6 different colors and 7 different trims including all-black and new all-white (and a new option for other "990" models). Individually adjustable reclining seats, as well as slim bucket seats (reclining) with front fold-down armrest and sub-seat cushion or console—are available as extra-cost options. The front seat folds down in a new way for greater ease into the rear seat. To top all this, the power top is standard.





AMBASSADOR INSTRUMENT PANEL

- All-new styling features pair of large, easy-to-read instrument dials
- Instruments and basic controls are conveniently located and well lighted
- Ignition lock features new lighted key slot
- Anti-glare finish on entire upper surface reduces windshield reflection
- Blue-green lighting improves night vision
- New heater controls are contained in a single convenient panel to the left of the steering wheel
- Padded instrument panel standard in "990" and "990-H" models, optional on "880"
- Padded visors optional (standard on convertible). Non-padded visors on "990" and "990-H" have a new map-pocket
- "Light Group" standard in "990-H" (option on "880," "990")
- Safety-Dished 17-inch steering wheel with horn ring is newly styled and made with a new improved molded plastic process
- Twin ash trays with new ball-bearing design for smoothest action
- Safety-wired cigarette lighter
- Spacious glove compartment with cup impressions in the door
- Electric clock standard in "990" and "990-H" (option in "880")



CUSHIONED-ACOUSTICAL MOLDED FIBERGLASS CEILING

A unique feature again for '65, the Cushioned-Acoustical molded fiberglass ceiling panel features a transverse ripple surface with a new random print design, color-keyed to interiors. The fiberglass panel, permanently molded to shape for a perfect fit, is waterproof as well as non-inflammable. Its big advantages are found in the way it effectively deadens road noises and insulates against both summer heat and winter cold for greater passenger comfort. The panel is one-piece for sedans and hardtops. Station wagons have a two-piece panel with an improved joint design.



REAR-DOOR-ACTUATED DOME LIGHTS

Open the front or rear doors of a "990" four-door sedan or station wagon and the side-mounted pillar lights automatically snap on. The feature is an industry exclusive in Rambler's class. Hardtops also feature the pair of side-pillar lights. On "880" models, the dome light is actuated by the front doors. In addition to automatic actuation of lights by doors, the lights can be turned on by rotating the main light switch fully to the left.

WALL-TO-WALL CARPETING

Loop-pile carpeting, made of dense and durable rayon-viscose yarn, and color-keyed to the interior, is standard in "880" Ambassador models. Ambassador "990" and "990-H" models all feature the luxury of cut-pile carpeting which is also color-keyed to the interior. Door- and side-panel armrests are newly trimmed. The entire door trim panel is newly-styled on all Ambassador models.



EXTERIOR MOLDING AVAILABILITY

All exterior moldings and trim components are newly styled and allocated in a way that gives each model its own quickly and easily recognized, distinctive look.

	880	990	990-H		880	990	990-H
FRONT							
Windshield Molding.....	X	X	X	Wheel Discs.....		X	X
"Ambassador" Letters on Hood.....	X	X	X	"Rambler" Letters on Front Fender.....	X	X	X
				Model Identification, Front Fender.....	X	X	X
				"H" Medallion, Front Fender.			X
SIDE				"Cross Country" Script, Wagon Rear Fender.....	X	X	X
Full-Length Crown Molding..	X	X	X				
Side-Window Base Molding..	X	X					
Side-Window Upper-Drip Molding.....		X	X	REAR			
Rocker Panel Molding.....	X	X		Rear Window Molding.....	X	X	X
Wheel Opening Molding (opt. on Sed. & Wag.).....		X	X	Rear Panel Molding.....	X		
Rear Pillar Base Molding....	X	X	X	Wide Rear Panel Overlay....		X	X
Rear Pillar Trim Moldings....	X			"Ambassador" Letters.....	X	X	X
Rear Pillar Trim Plate.....		X	X	Medallion Crest, Rambler (& V-8 if equipped).....	X	X	X
Hub Caps (Discs, Extra).....	X			Filler Trim Between Bumper and Body.....	X	X	X

See "Equipment" Section for New "Appearance Groups A and B"

1965 RAMBLER STATION WAGONS



Seven spacious new models, all offering six-passenger room and generous cargo space, are the finest selection of station wagons Rambler has ever offered!

CHASSIS

WAGONS

TRANSMISSIONS

ENGINE - FUEL

SUM

1965 RAMBLER STATION WAGONS



Classic "550" Four-Door "Cross Country" Station Wagon
Model No. 6518 (6 or V-8)



Classic "660" Four-Door "Cross Country" Station Wagon
Model No. 6518-2 (6 or V-8)

CLASSIC 6 or V-8*



Classic "770" Four-Door "Cross Country" Station Wagon
Model No. 6518-5 (6 or V-8)

*Side-hinged tailgate door is an extra-cost option on all 2-seat Classic wagons, and it is included as part of the third-seat extra-cost option available on 660 and 770 wagons.

in 3 different series...7 great models

AMBASSADOR 6 or V-8*



Ambassador "880" Four-Door "Cross Country" Station Wagon
Model No. 6588-2 (6 or V-8)



Ambassador "990" Four-Door "Cross Country" Station Wagon
Model No. 6588-5 (6 or V-8)

AMERICAN



American "220" Four-Door Station Wagon
Model No. 6508



American "330" Four-Door Station Wagon
Model No. 6508-2

*Side-hinged tailgate door is an extra-cost option on Ambassador wagons, and it is included as part of the third-seat extra-cost option.

AMERICAN "330" FOUR-DOOR STATION WAGON



Rambler offers a pair of 4-door station wagons in its compact economy-king American line: the "330" model, above, along with a lower priced "220" version. Both combine plenty of passenger room and cargo space with the unique advantages of the compact American's easy handling, amazing maneuverability and high economy. Both, also, combine all the benefits of a station wagon with a thoroughly-thrifty approach to motoring. The handy Roof-Top Travel-Rack is standard on the "330". Aircraft-Type Tie-Downs, made of nylon, are dealer accessories.

AMERICAN STATION WAGON FEATURES

TAILGATE DESIGN

Both '65 Rambler American wagons have the same size and type tailgate (with roll-down window) as Classic and Ambassador models. The big advantage is the effortless way you can handle long loads. The tailgate is counterbalanced for easy action (improved for '65). A Power-Lift tailgate window is offered as an extra-cost option.

CARGO CAPACITY

The tailgate opening width at the floor is a wide 50.7 inches across, and the opening height is 26.2 inches. With the 2nd seat folded down, the cargo capacity adds up to an ample 75 cubic feet. The folding 2nd seat is retained in the normal passenger-carrying position with a manually-released catch on both sides for added safety. The cargo floor has a durable cover on all American wagons. For extra cargo room, the Roof-Top Travel-Rack is standard on the "330".



CLASSIC "770" FOUR-DOOR STATION WAGON

"770" and "660" ... New 145-hp 6 standard ... New 155-hp 6 and two V-8 options:
198-hp and new 270-hp
"550" ... New 128-hp 6 standard ... New 155-hp 6 and two V-8 options:
198-hp and new 270-hp



The newly-styled Classic Cross Country 4-door station wagons come in three high-capacity models for '65; the luxury accented "770", the "660" mid-liner, and a lower-priced "550" model—each one with its own distinctive styling features and refinements. A three-seat Classic station wagon, with side-hinged tailgate door, is optional in "660" and "770" models. The side-hinged tailgate, an industry exclusive, is optional on 2-seat models. A power-operated window is optional on both tailgates.

AMBASSADOR "990" FOUR-DOOR STATION WAGON

New 155-hp 6 standard... two V-8 options: new 198-hp and 270-hp



It isn't hard to spot Rambler's top-line station wagon on a new 116-inch wheelbase. That newly-styled "990" Cross Country up above has quality and craftsmanship written all over it. Inside, the keyword is luxury: comfort and convenience fore and aft, from its padded panel, coil-spring seats to its luxury-carpeted cargo floor (and optional cargo door). Beneath the floor there's a hidden compartment for stowing special tools or valuables. All-new companion model for '65 is the "880" model with differences in trim, both outside and inside. New simulated wood-grain panels, shown above, are optional.

CLASSIC AND AMBASSADOR STATION WAGON FEATURES

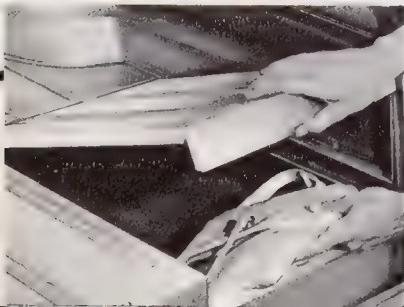
ROOF-TOP TRAVEL-RACK

Every Classic and Ambassador wagon comes equipped with a gleaming chrome Roof-Top Travel-Rack. (Exclusive in the industry as a standard feature.) Couldn't be more practical, and adds a finishing touch to Rambler station wagon styling. The Aircraft-Type Tie-Downs, made of nylon, are dealer accessories.

HIDDEN COMPARTMENT

A hidden storage compartment is located under the floor covering of the rear cargo floor—handy for storing valuables out of sight as well as for special tools or tire chains. The compartment is locked with the glove box key (except "550").

2-SEAT MODELS



3-SEAT MODELS

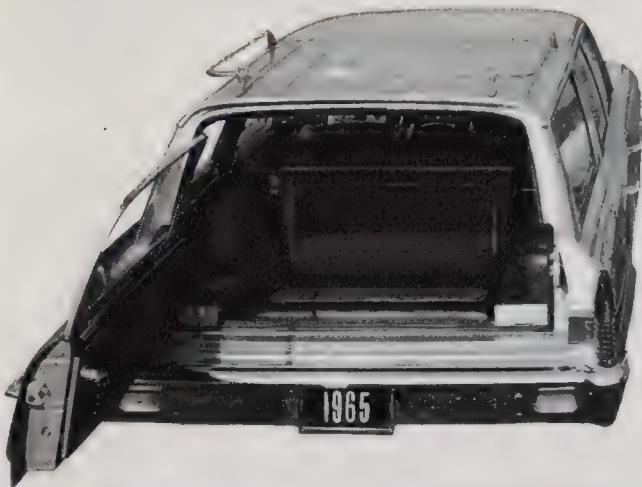


CARGO COMPARTMENT

Classic and Ambassador wagons feature high-capacity interior dimensions (80 cubic feet of load space with the rear seat folded) and a wide cargo door opening (an ample 50 inches wide). The folding 2nd seat is retained in the normal passenger-carrying position with a manually-released catch on both sides for positive holding. A chrome bar on the back of the 2nd seat acts as a robe-rack, and as a cargo stop-bar on "770" and "990" models. The counterbalanced tailgate opens easily and provides extra space for extended loads. A handy Power-Lift tailgate window is offered as an extra-cost option.

CLASSIC AND AMBASSADOR STATION WAGON FEATURES

the only wagons offering a choice of tailgate design



SIDE-HINGED TAILGATE DOOR

All Classic and Ambassador models offer the side-hinged tailgate door as an extra-cost separate option on 2-seat models. This exclusive type of tailgate door is included with the third-seat option available on Classic 660 and 770 wagons, as well as on all Ambassador wagons.



LOWER-HINGED TAILGATE

All Classic and Ambassador models, with the standard 2-seat arrangement, are equipped with the lower-hinged tailgate. The tailgate features a roll-down rear window (manual or optional power window), and is counterbalanced (improved design for '65) for easy opening and closing.

RAMBLER 3-SEAT CROSS COUNTRY

(the quick-change artist)



For 1965, the third seat is an extra-cost option in the Ambassador "880" and "990", and in the Classic "660" and "770" models. The side-hinged tailgate door is included in the third-seat option to make entry and exit an easy matter (also a separate option less 3rd seat on all Classic and Ambassador wagons).

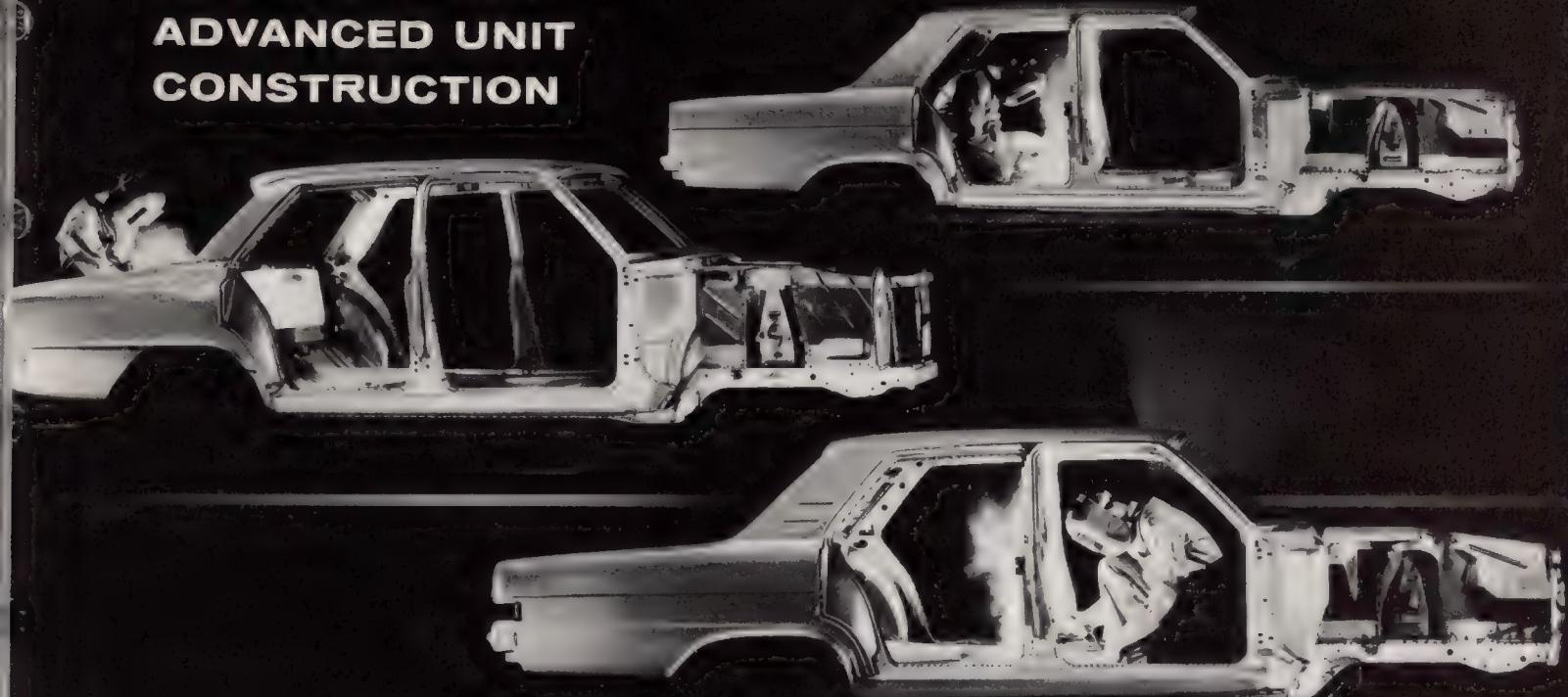
The door features the extra safety of a new claw-action lock which, when key locked from the outside, cannot be opened from the inside. (An important plus feature for families with small children.) The door can also be locked from the inside. The window is operated manually, or by means of optional Power-Lift.

SOLID FOAM RUBBER SEAT

The wide, rear-facing seat, made of solid polyurethane-foam rubber, will easily accommodate two adults or three children. Head, hip and leg room are well proportioned and sized for comfort. To help fold the third seat quickly and easily, a handy assist strap has been added to the seat cushion. Additional cargo space is located under the seat when folded down.

SPECIAL TIRES—Four Lifeguard Safety tires are standard on all 3-seat model options. A separate spare tire is not necessary with these unique tires since each carries its own built-in spare!

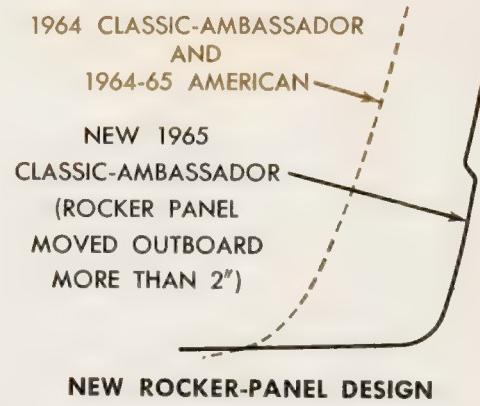
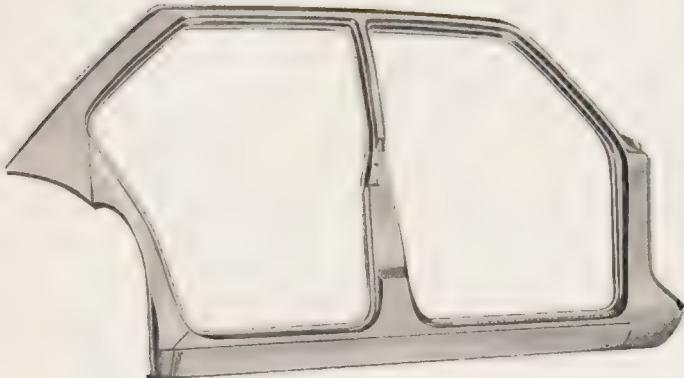
1965 RAMBLER ADVANCED UNIT CONSTRUCTION



ADVANCED UNIT CONSTRUCTION is unique for all 1965 Rambler series. The all-welded single-unit structures, with exclusive one-piece panels, represent over 25 years of experience with this type of body construction. By taking advantage of the inherent

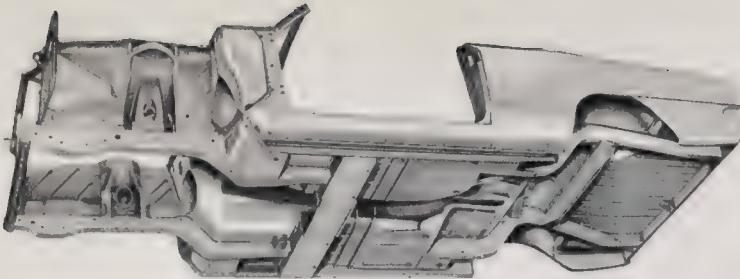
greater torsional and bending rigidity of single-unit construction, American Motors can build strong, safe cars with more room inside and less bulk outside, without the usual body-bolt rattle, and with more maintenance-free features.

EXCLUSIVE 1-PIECE UNISIDE—IMPROVED FOR '65— FEATURES GREATER STRENGTH AND LONGER-LIFE GALVANIZED STEEL



Rambler's one-piece outer uniside, made entirely of galvanized steel, is welded to a mating one-piece inner uniside. This forms a complete box structure all around door openings and rocker panels. The rounded "no-weld" corners at the pillars afford greater strength and rigidity. Door openings, as a result, are more uniform. A minimum number of welded joints eliminate most potential squeaks. The unique one-piece uniside design is used on all sedans and wagons. Convertible and hardtops have a modified uniside assembly. New, wider rocker panel sections—

moved outboard more than 2 inches—have been incorporated in the one-piece uniside for all 1965 Classic and Ambassador models. The wider rocker panels improve appearance, minimize damage caused by flying stones while adding to overall body strength and rigidity. All Ramblers use a tremendous amount of galvanized steel to resist rust. Prime use is for the outer uniside, including rocker panel. Other galvanized-steel parts are the front suspension upper spring seats, front side members, fresh-air side chambers, and certain underbody structural members.



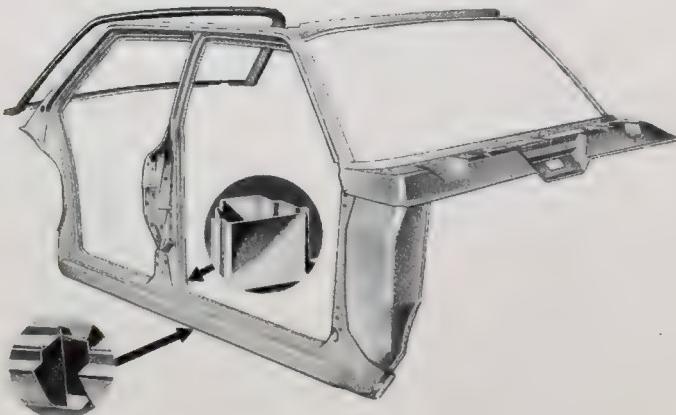
EXTRA STRENGTH FOR CONVERTIBLE UNDERBODY

The convertible underbody structure features extra bracing to offset the absence of a roof panel. Underbody side-sills have additional box-section structural members running fore and aft. In addition, a wide box-section structure for the underbody joins the added side members and is used with a bolted-in-bridge-plate that spans the drive-shaft tunnel.

Improvements for '65 include: reinforcement to the "A" pillar from the upper door hinge to the rocker panel . . . and, inside the rear body sills on both sides. Classic and Ambassador convertibles have an added longitudinal structural member under the floor panel as an extension of the front sill on both sides.

ONE-PIECE WINDSHIELD and REAR WINDOW OPENINGS

The windshield and rear window openings on all models are formed from one-piece steel stampings for greater strength and better sealing. Eliminating welding joints and the possibility of squeaks, the one-piece front and rear reinforcements, together, are exclusive in the industry.



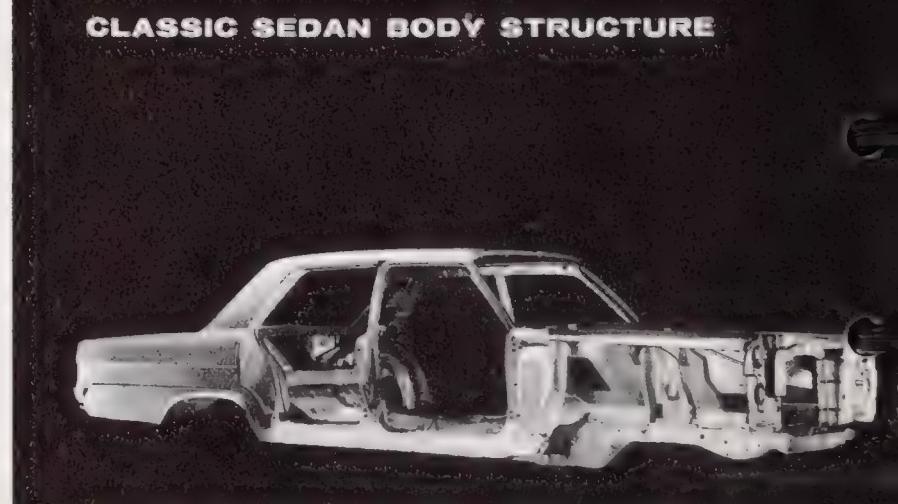
LOOK AT THE BRAWN BENEATH RAMBLER'S BEAUTY!

Here are an even dozen examples of the extra strength Rambler offers in its unique Advanced Unit Construction.

- Step-down design floor panel in the passenger compartment is a one-piece stamping for greater strength, better sealing. Eliminates weld joints and potential squeaks.
- One-piece roof stamping features a structural cross brace.
- The entire frontal body structure is all-welded and integrated, including the upper and lower front cross-members. Diagonal bracing is effectively used to reinforce the side structure in the area of the upper spring seat.
- To facilitate repairs, outer front fenders are bolted on, as in previous models.
- The rear pillar structure with inner bracing is all welded and smoothly blended for greater strength.



CLASSIC SEDAN BODY STRUCTURE

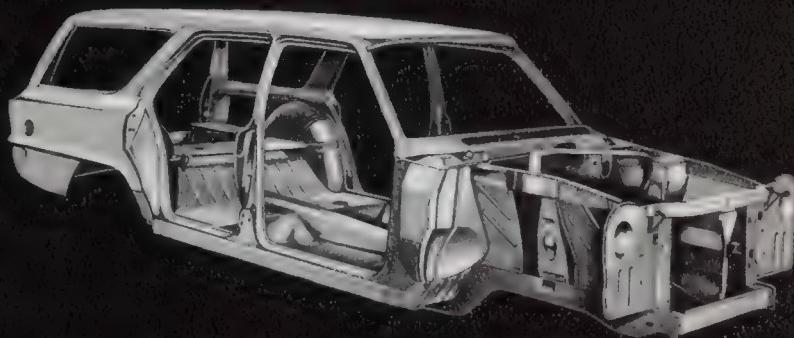


AMBASSADOR SEDAN BODY STRUCTURE

- On Classic and Ambassador models, the lower portion of the outer uniside is completely changed, moving the rocker panel outboard over 2 inches on each side . . . for improved, new appearance and greater strength.
- The rear pillar structure with inner bracing is all welded and smoothly blended for greater strength.
- The structure of the package shelf located behind the rear seat is steel.
- The bumper mounting structure is ruggedly designed and built to withstand normal impact and jacking loads.
- Rear-wheel housings feature "cupped" inner and outer steel shells for extra strength. The shells are crowned or dome shaped and welded to the uniside.
- In station wagons, the entire box-section pillar structure around the tailgate opening is welded to the underbody. The rear roof side also incorporates box-section rails.
- On all V-8 models, front sills are reinforced to compensate for the added weight.



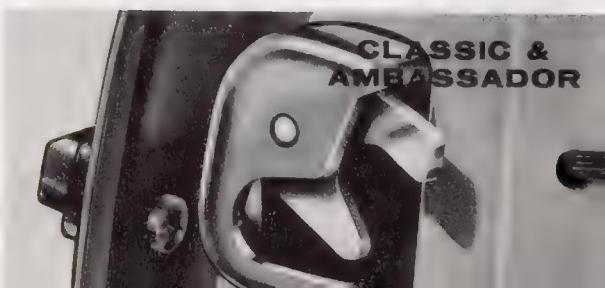
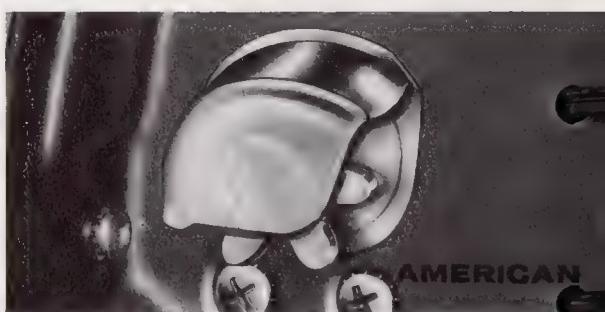
AMERICAN SEDAN BODY STRUCTURE



AMERICAN WAGON BODY STRUCTURE



TIGHT-FITTING EXTRUDED RUBBER DOOR SEALS all around fit snugly against the wind-cord in the door opening to form a highly efficient "single-plane" seal. DOUBLE DOOR SEALS for the window frames on sedans and wagons have a water drain channel between the rubber seals. MORE INSULATION is applied inside of door panels to improve door-closing sound. POSITIVE-ACTION ROTARY DOOR LOCKS are now featured on all American models. New CLAW-ACTION DOOR LOCKS are featured in all Classic and Ambassador models, including the optional fifth door on station wagons for improved door-closing sound, plus greater strength. PUSH-BUTTON DOOR HANDLES are featured for all models. Classic and Ambassador door handles are newly-styled for '65 for distinctive appearance plus greater hand room with recessed panels. NEW DOOR HINGES for all Classics and Ambassadors now feature "Oilite" bushings for smoother, easier door action. The new bushings make the doors virtually squeak proof.





"SCENA-RAMIC" CURVED GLASS SIDE WINDOWS

Curved glass side windows are a beautiful example of Rambler's functional styling: a styling mark of distinction that permits more space for hips and shoulders inside. The curved windows are made of top-quality tempered safety glass, of course.

Newly-styled extruded aluminum side window frames, with a bright anodized finish, are featured in Classic and Ambassador sedans and wagons. The frames (stronger attachment for '65) have two rubber seals with a water drain channel between the seals.



American models feature side window frames constructed of rigid steel stampings, bolted firmly in place to the door panels (stronger attachment for '65). Double door seals are also featured.

AMERICAN

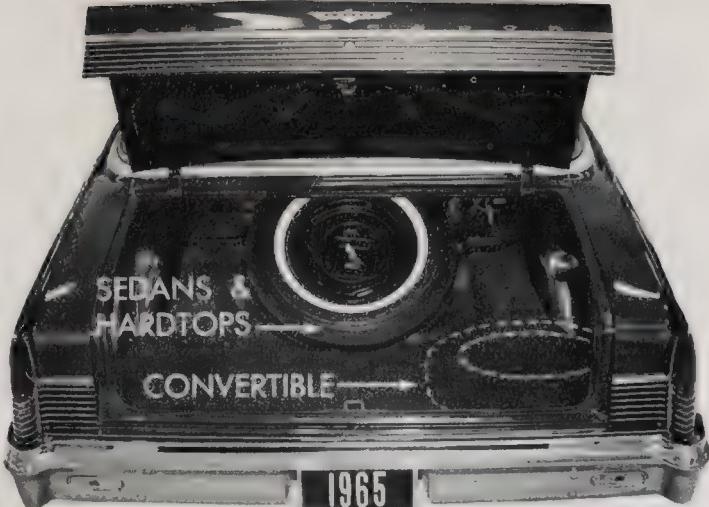
All hardtop and convertible models use chrome-finished steel edges around the side windows for protection and appearance.

**CLASSIC &
AMBASSADOR**

the three faces of RAMBLER for '65 ALL WITH EXTRUDED ALUMINUM GRILLES!

Three distinctly different styling themes distinguish the American, Classic and Ambassador grilles this year. All are now made of extruded aluminum (new for Classic-Ambassador) with a bright anodized finish. The advantage is not only distinctive beauty but deep-down quality as well for long life.





CLASSIC-AMBASSADOR

TRUNKS DESIGNED WITH TRAVEL IN MIND!

CLASSIC-AMBASSADOR. The increased length of '65 models adds another $1\frac{1}{2}$ cubic feet of space to the luggage compartment. This makes the total trunk volume now, based on standard AMA luggage ratings, 15.2 cubic feet. In sedans and hardtops the spare tire is newly located behind the rear seat to assure the most efficient use of load area. Vinyl-coated rubber floor mat is form fitting. Automatic trunk light is part of optional Light Group (standard on 990-H).



AMERICAN

AMERICAN. The trunk volume offers the ample capacity, based on actual luggage, of 12 cubic feet. A total volume of 22.3 cubic feet means plenty of usable luggage space plus the advantage of easy loading. The spare tire is mounted flat on the floor in the right rear corner. A form-fitting, vinyl-coated rubber floor mat helps protect luggage from being scuffed. The light group option for American models includes the trunk light.

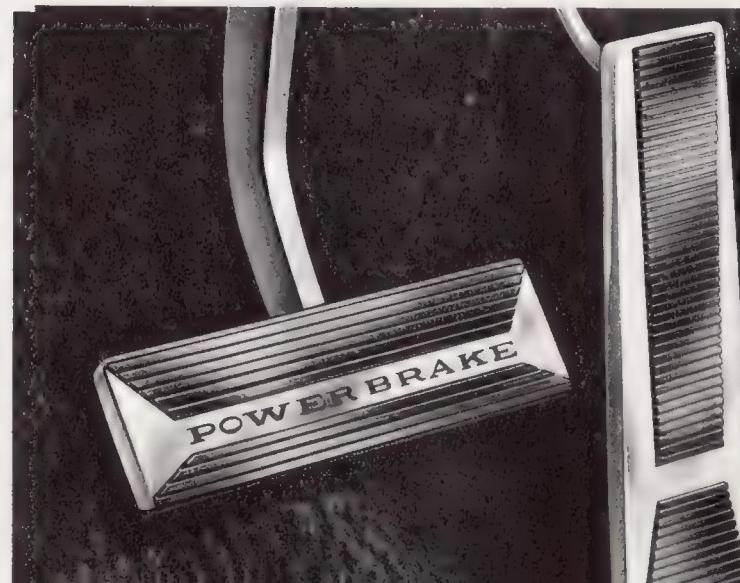


CHROME-TRIM ROOF BOWS for 770-H and 990-H hardtops

Added marks of distinction surround the new Classic "770-H" or Ambassador "990-H" hardtops. A sparkling example: the chrome-plated transverse roof trim bows, fashioned as a fine finishing touch to top off the interior styling of these handsome Rambler hardtops. On both "H" models, also, the inside upper roof moldings are chrome plated. And, the American "440-H" hardtop also uses these chrome-finished upper roof moldings. On all Classic and Ambassador hardtops, a bright-anodized aluminum molding curves across the lower inside base of the rear window.

CHROME-TRIM PEDALS for all 990 and 990-H models

To add distinction to the interior appearance on all top-line Ambassador 990 and 990-H models, the accelerator, brake and clutch pedal rubber covers are newly chrome trimmed. This added touch of luxury also applies to the step-on parking brake pedal.



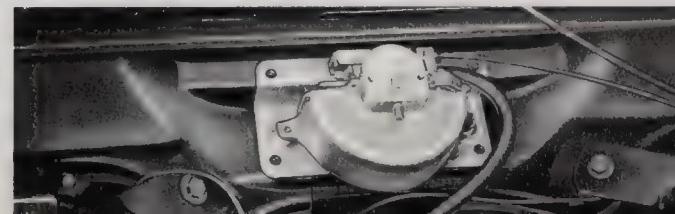


COUNTERBALANCED HOOD AND TRUNK LIDS

A standard feature on all models for 1965. Rambler's high-opening hood and trunk lids are fully counterbalanced (spring for hood, torsion-bar for trunk) to assure easy operation and access to these compartments. Both the hood and trunk lid, as an added feature, are well braced with an inner panel for maximum rigidity. Station wagon tailgates are also torsion-bar counterbalanced (improved for '65).

PARALLEL-ACTION WINDSHIELD WIPERS

Parallel-action windshield wipers (vacuum, or optional electric powered) are featured on all Rambler models for '65. The swept area of the American's windshield is 666 square inches, or 61% of the entire windshield. For Classic and Ambassador models, the swept area is 800 square inches, or 65% of the windshield. The windshield wiper motor is located in the engine compartment for maximum weather protection, quieter operation and easy accessibility for servicing.





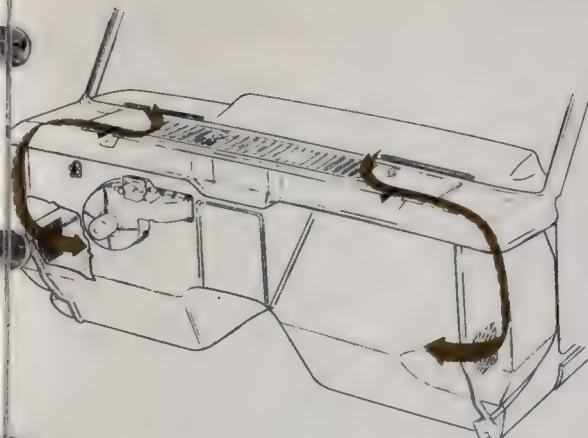
COIL SPRING SEATS

Rambler adds to riding comfort with deep coil-spring construction in front and rear seats—and in every model right across the board! Only two other car manufacturers (Cadillac and Studebaker) offer coil springs in both front and rear seats. Rambler's coil spring seats are far superior in comfort, support and long life when compared to zig-zag or formed wire springs used by most other cars.

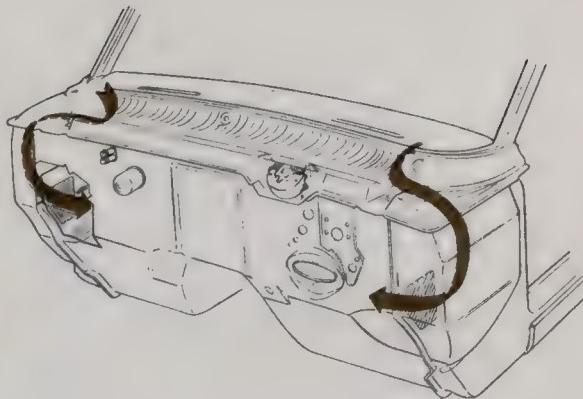
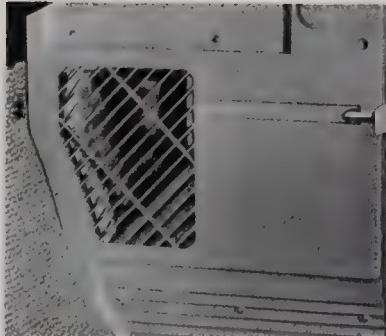
Front seat details. Foam-cushion front seat pad is standard. Foam-cushion padding is also used on the *seat-back* of bucket seats. All front seats feature a curved surface on the rear face for added rear seat knee room. Ambassador "990" for '65 features new formed seat-backs for even greater rear knee room and improved appearance.

New Swing-Pivoting Front Seat-Backs. This feature, for all 2-door models with non-reclining seats, permits greater room for easier entry (and exit) for rear-seat passengers. Even reclining seat-backs fold farther forward (not swing-pivot) for 1965.

Rear seat details. Foam-cushion rear seat pads are standard on "440-H", "770" and "770-H", "990" and "990-H". On "550", "660" and "880" models, rear foam-cushion is a modest-cost option. Rear seat cushions are deeper for '65, and with a slightly higher front edge for greater support and comfort.



CLASSIC-AMBASSADOR SYSTEM



AMERICAN SYSTEM

FRESH-AIR VENTILATION...standard in all models

Rambler's super-efficient fresh-air ventilation system is a built-in standard feature in all models. The fresh-air chamber structure, welded to the front of the uniside, contributes to the strength of the automobile as well as the comfort of its passengers, providing a larger air passage area and, consequently, more effective ventilation. The main side ducting of the system is made of rust-fighting galvanized steel. Inside, the system features all-plastic cowl-side vent panels with direct-control sliding doors. (Pull doors back to open, push forward to close.) See "Equipment" section for air conditioning and heating details.

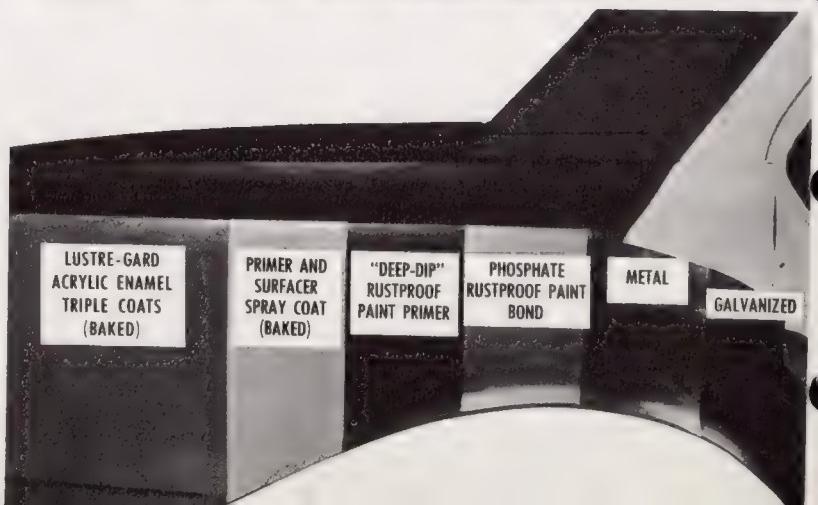
DEEP-DIP RUSTPROOFING FIGHTS CORROSION

To retard rusting and corrosion *underneath*, all sheet metal parts are treated with a "Deep-Dip" paint primer bath process. The basic body structure is completely immersed up to the roof in a chromate primer tank (containing 12,000 gallons of primer) so that the protecting chemicals can reach inaccessible or shielded body areas. The non-metallic chromate primer compound provides an effective and lasting anchor for the finish in addition to preventing the spread of rust when the finish is scratched or dented, or when exposed to extreme road or weather elements. In 1958, American Motors was the first U. S. car manufacturer to adopt this process.

Rust-fighting galvanized steel, for the outer underside plus many more vital parts, totals about 125 pounds.

A host of detailed steps and processes are followed further, during various production stages, to assure rust-free life. Just one example: nylon clips are used to attach body moldings in order to prevent localized rusting.

Finished car bodies are subjected to a high-pressure water-spray test to detect and prevent possible leaks. Full undercoating is optional.



new LUSTRE-GARD ACRYLIC ENAMEL

As an important product improvement for 1965, all 14 solid colors are formulated with new Lustre-Gard Acrylic Enamel . . . a most advanced type of new-car finish. With these new thermosetting acrylic enamels, three wet-on-wet coats are beautifully applied and the final finish is baked on for lasting beauty and durability. The more expensive acrylic enamels have decided advantages over our previous super enamels, as follows:

1. Improved new-car appearance.
2. Improved gloss retention.
3. Improved hardness.
4. Greater resistance to marring and scratching.
5. Freedom from chalking.
6. Improved polishability without harming durability.
7. Improved color stability.
8. Easier paint repairs.
9. Improved appearance of used-cars in the future.

14 CONTEMPORARY SOLID COLORS FOR 1965

A total of 14 Lustre-Gard Acrylic Enamel colors are offered as standard equipment for all 1965 Rambler models. Of these 14 acrylic enamel colors, 10 are all-new colors. The four carry-over colors are Woodside Green, Solar Yellow, Classic Black and Frost White. Even though Frost White and Classic Black are carry-over colors, these colors are also acrylic enamels for 1965. The other two carry-over colors, Woodside Green, and Solar Yellow, were acrylic enamels in 1964. Of the 14 colors, 7 are metallic while the other 7 colors are non-metallic. The Lustre-Gard Acrylic Enamel colors for 1965 are listed as follows:

- | | |
|------|------------------------------------|
| P1A | CLASSIC Black |
| P3A | ANTIGUA Red |
| P4A | MYSTIC Gold, Metallic |
| P5A | LEGION Blue (Light) |
| P6A | VISCOUNT Blue, Metallic (Medium) |
| P7A | SEASIDE Aqua (Light) |
| P8A | MARINA Aqua, Metallic (Medium) |
| P9A | ATLANTIS Aqua, Metallic (Dark) |
| P10A | MONTEGO Rose (Light) |
| P11A | BARCELONA Taupe, Metallic (Medium) |
| P12A | CORRAL Cordovan, Metallic (Dark) |
| P13A | SOLAR Yellow |
| P54A | WOODSIDE Green, Metallic (Light) |
| P72A | FROST White |

TWO-TONE COMBINATIONS

With the 14 solid colors offered, 22 basic two-tones are formed. Reversing these combinations, one over the other, results in 44 two-tones, all optional at extra cost. In addition, 8 exclusive two-tone combinations are available for top-line models ("440", "440-H", "770", "770-H", "990" and "990-H"). These feature black roofs and are available only with black interiors.

AMERICAN TWO-TONE EXTERIORS

The "440-H" hardtop features a new roof molding that extends along the side of the roof and down the rear pillar (with either solid or two-toning). This molding, on "440-H" models only, also serves as a dividing line for optional two-toning. Two-tones for all other American models are applied over this entire roof panel.

CLASSIC AND AMBASSADOR TWO-TONE EXTERIORS

As a new unique feature on 1965 Classic and Ambassador 2- and 4-door sedans, a special

trim molding is added around the rear window only when optional two-toning is specified.

WOOD-GRAIN TRIM FOR AMBASSADOR WAGONS

New simulated wood-grain trim is optional on Ambassador "880" and "990" station wagons only. The wood-grain trim is not offered with two-tone roof paint, which is considered a separate option, but is added to the side and rear of the body to complement the exterior solid color. The wood-grain trim is made of a new processed material: a special vinyl film with wood-grain print is laminated to separate steel panels. The new trim is more resistant to weather than the "Dinoc" process.

WAX COATING

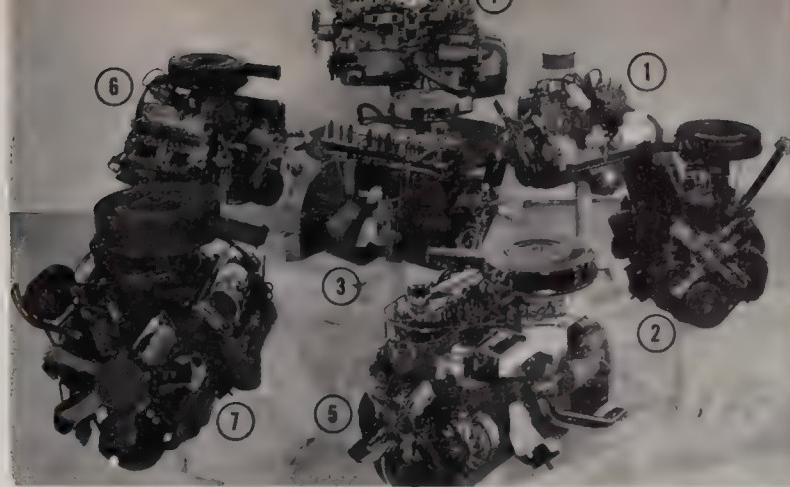
A protective wax coating is applied to every new Rambler that rolls off the assembly line. The coating —sprayed on automatically by means of an electrostatic process—provides protection to the exterior finish against adverse weather elements and road conditions during shipment and storage. The coating is easily removed at the dealership and the customer is presented with a factory-fresh 1965 Rambler.

1965

RAMBLER models

offer SEVEN

**powerplants
for the best
"balance of
power"**



Engine No.	1.	2.	3.	4.	5.	6.	7.
Standard on:	220, 330	440, 440-H	550	660, 770, 770-H	Ambassador	None	None
Optional on:	None	220, 330	None	None	Classic & American	Classic & Ambassador	Classic & Ambassador
Engine Type	L-Head 6	OHV 6	OHV 6 "T-C"	OHV 6 "T-C"	OHV 6 "T-C"	OHV V-8	OHV V-8
Displacement, Cu. In.	195.6	195.6	199	232	232	287	327
Bore and Stroke	$3\frac{1}{8}'' \times 4\frac{1}{4}''$	$3\frac{1}{8}'' \times 4\frac{1}{4}''$	$3\frac{3}{4}'' \times 3''$	$3\frac{3}{4}'' \times 3\frac{1}{2}''$	$3\frac{3}{4}'' \times 3\frac{1}{2}''$	$3\frac{3}{4}'' \times 3\frac{1}{4}''$	$4'' \times 3\frac{1}{4}''$
Compression Ratio	8.0:1	8.7:1	8.5:1	8.5:1	8.5:1	8.7:1	9.7:1
Brake hp @ r.p.m.	90 @ 3800	125 @ 4200	128 @ 4400	145 @ 4300	155 @ 4400	198 @ 4700	270 @ 4700
Torque @ r.p.m.	160 @ 1600	180 @ 1600	182 @ 1600	215 @ 1600	222 @ 1600	280 @ 2600	360 @ 2600
Carburetor	1-barrel	1-barrel	1-barrel	1-barrel	2-barrel	2-barrel	4-barrel
Fuel	regular	regular	regular	regular	regular	regular	premium
No. of Main Bearings	4	4	7	7	7	5	5

CLASSIC

128-HP SIX

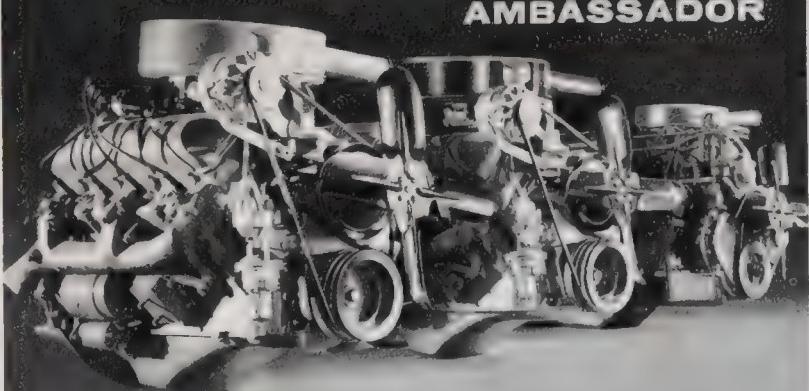
145-HP SIX

270-HP V-8

198-HP V-8

155-HP SIX

AMBASSADOR



270-HP V-8

198-HP V-8

155-HP SIX

7 POWERPLANTS . . . THOROUGHLY
ENGINEERED AND TESTED . . . BUILT
TO HIGHEST STANDARDS!

270-HORSEPOWER V-8 with 327-cubic-inch displacement, optional on all Classic and Ambassador models. Four-barrel carburetor.

198-HORSEPOWER V-8 with 287-cubic-inch displacement, optional on all Classic and Ambassador models. Two-barrel carburetor.

155 HORSEPOWER out of 232 cubic inches. All Torque Command 6's feature oversquare, short-stroke design, 7-main-bearing crankshaft with 8 counterweights. With 2-barrel carburetor, standard on Ambassador, optional on all Classic models, and on American models with automatic transmission.

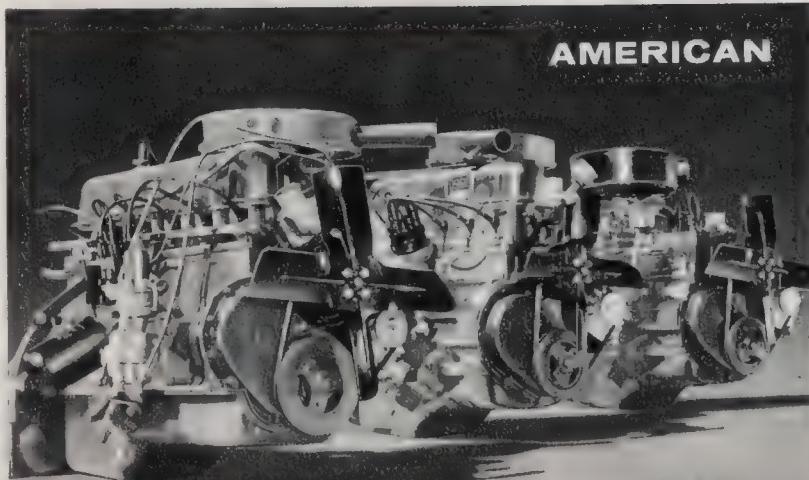
145 HORSEPOWER out of 232 cubic inches. One-barrel carburetor Torque Command 232, standard on Classic 660, 770 and 770-H models.

128 HORSEPOWER out of 199 cubic inches. Torque Command 199, standard on Classic 550 models.

125 HORSEPOWER out of 195.6 cubic inches. Overhead-valve Six, standard on American 440 and 440-H, optional on 220 and 330 models.

90 HORSEPOWER out of 195.6 cubic inches. L-Head Six, standard on American 220 and 330 models.

AMERICAN

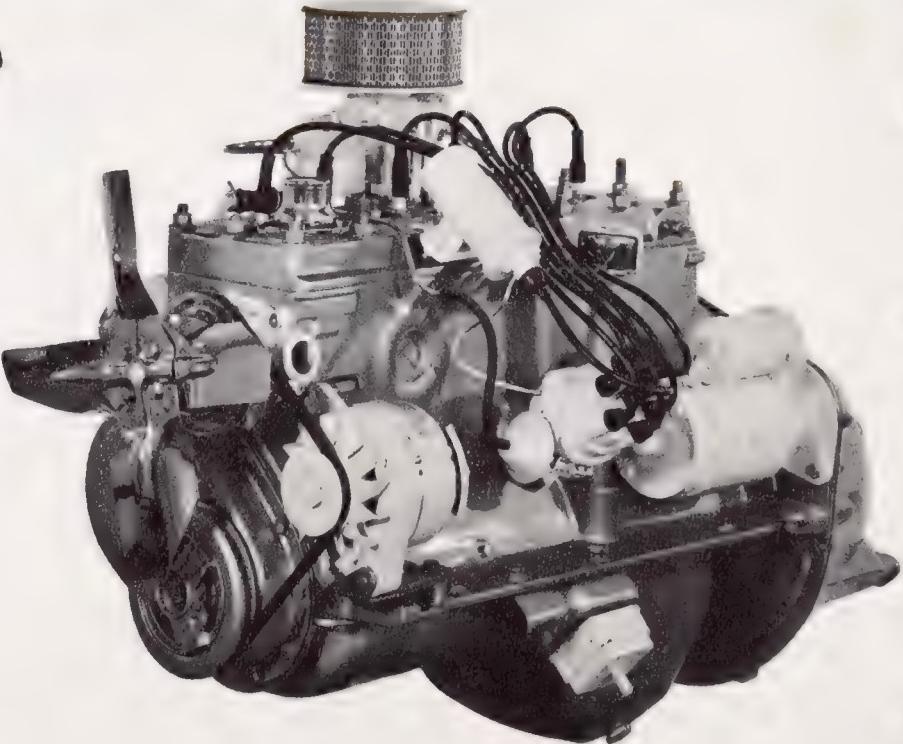
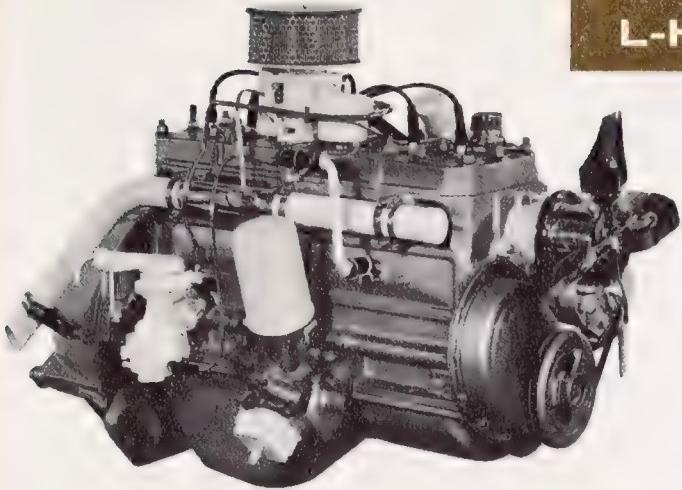


155-HP

125-HP

90-HP

AMERICAN "SUPER FLYING SCOT" L-HEAD 6



SPECIFICATIONS

Type.....	L-Head, 6 cylinder
Bore & Stroke.....	$3\frac{1}{8}$ " x $4\frac{1}{4}$ "
Displacement.....	195.6 cubic inches
Compression Ratio.....	8.0:1
Carburetor.....	Carter RBS, one-barrel
Horsepower.....	.90 @ 3800 RPM
Torque.....	160 @ 1600 RPM
Fuel Recommended.....	Regular Grade
Oil Filter.....	Full Flow
Valve Lifters.....	Solid
Crankshaft Main Bearings.....	4
Air Cleaner.....	Cellulose Fiber

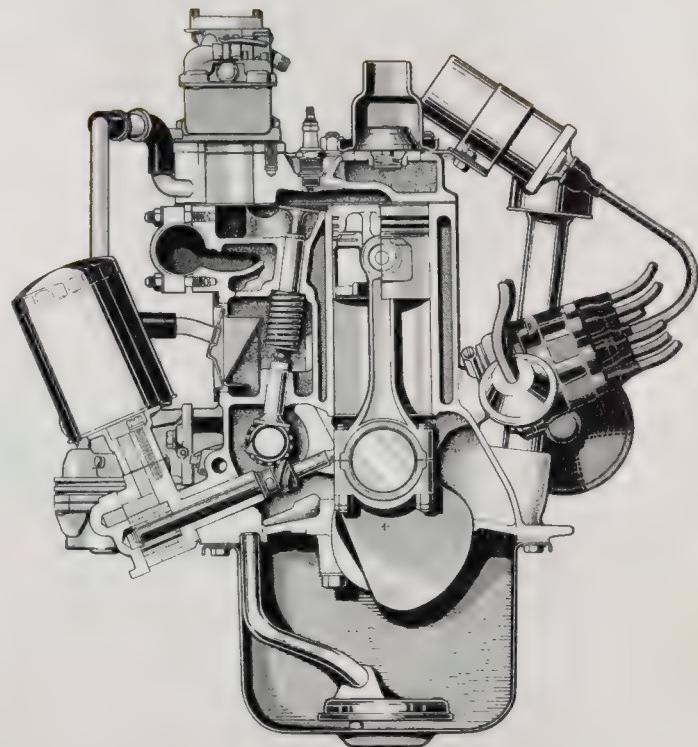
195.6 cubic-inch displacement . . . 90 horsepower

**★ Standard on all American
"220" and "330" models**

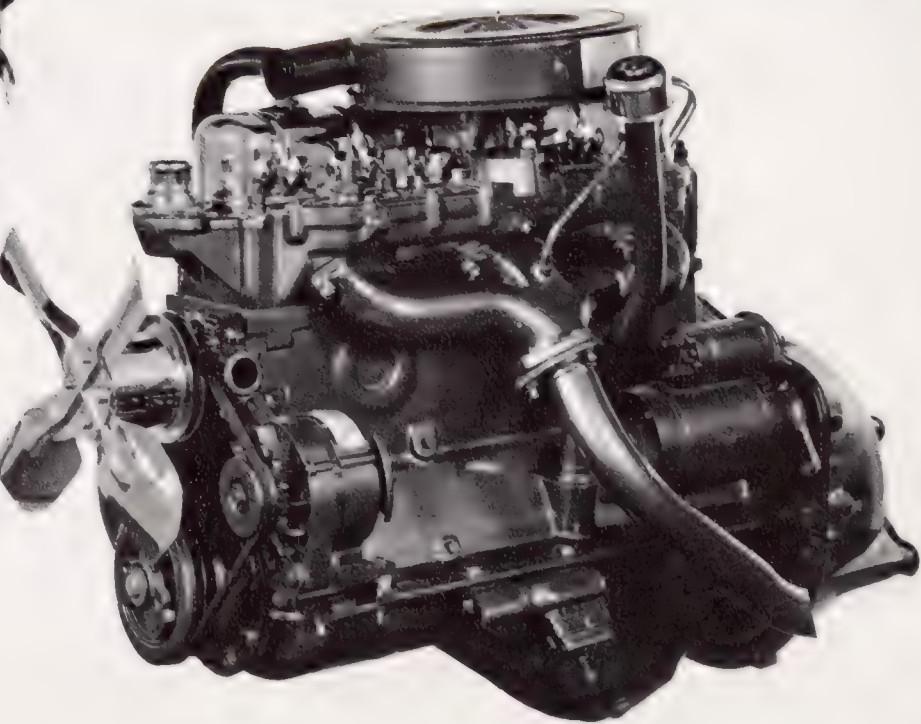
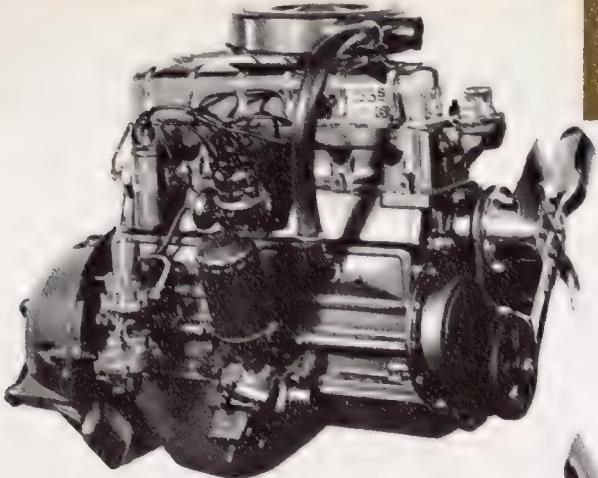
Rambler's 90-hp L-head Six is engineered to provide spirited, economical performance at lowest initial cost and minimum upkeep. Six cylinders give smooth, quiet operation and the L-head design is a simple and time-proven method of placing the valve mechanism entirely within the cast iron alloy block.

The extreme simplicity of the engine is highlighted by the Isothermal intake manifold and the sealed-in exhaust manifold which are integrally cast into the block. Crankshaft is precision counterbalanced for smooth operation.

A new full-flow engine oil filter replaces the previous partial-flow type for greater protection. Also new for '65 is the built-in by-pass system assuring more efficient and uniform engine cooling, with the plus benefit of quicker and more consistent heater operation. A large-capacity cellulose-fiber carburetor air cleaner is standard, and an oil-bath air cleaner is optional for special needs.



AMERICAN
"CUSTOM FLYING SCOT" OHV 6



SPECIFICATIONS

Type.....Overhead valve, 6 cylinder
Bore & Stroke..... $3\frac{1}{8}$ " x $4\frac{1}{4}$ "
Displacement.....195.6 cubic inches
Compression Ratio.....8.7:1
*Carb.....Holley 1909, one-barrel
Horsepower.....125 @ 4200 RPM
Torque.....180 @ 1600 RPM
Fuel Recommended....Regular Grade
Oil Filter.....Full-Flow
Valve Lifters.....Solid
Crankshaft Main Bearings.....4
Air Cleaner.....Cellulose Fiber
*With Air Conditioning, One-Barrel
Carter Carburetor is included (not
offered without air conditioning).

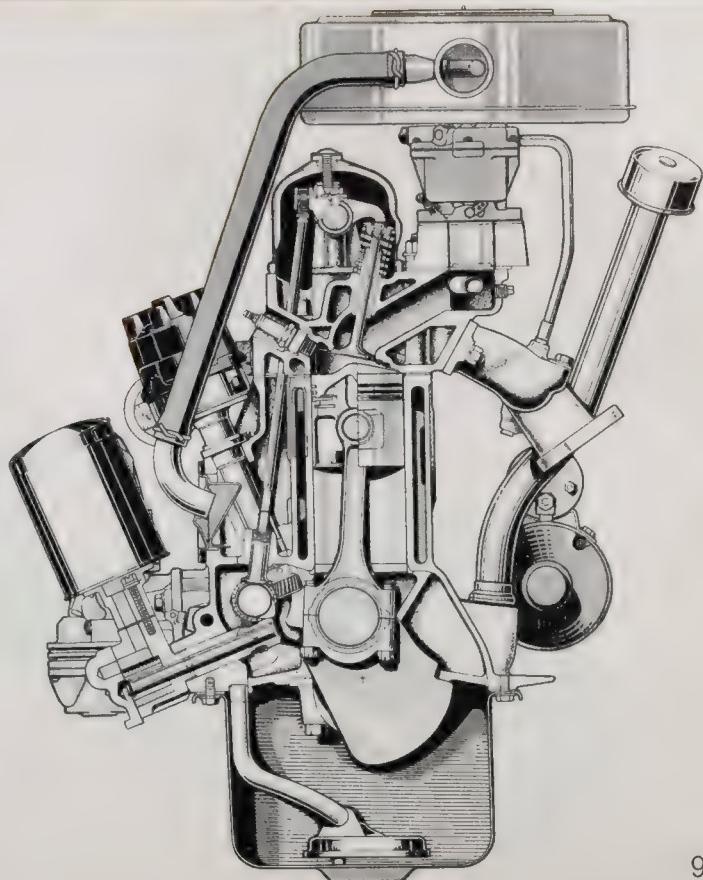
195.6 cubic-inch displacement . . . 125 horsepower

**★ Standard on "440" and "440-H"
Optional on "220" and "330"**

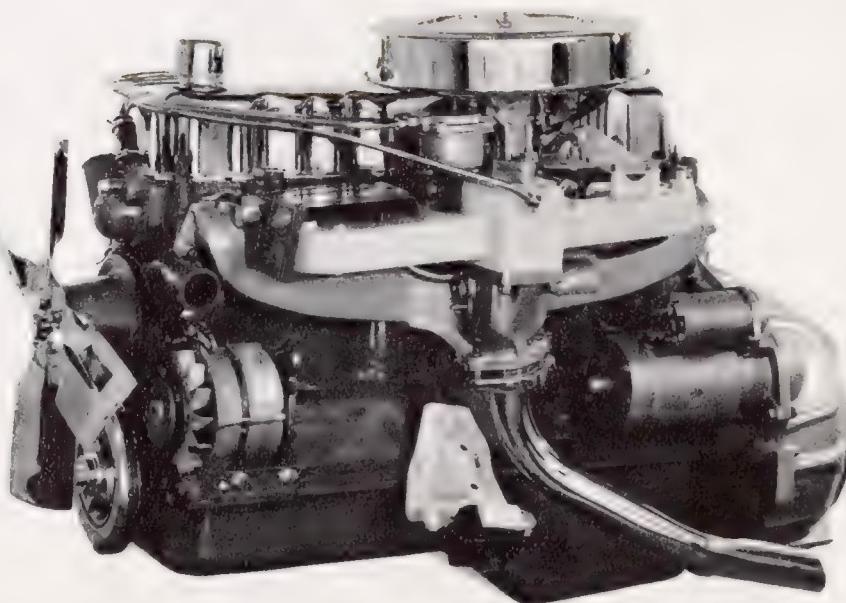
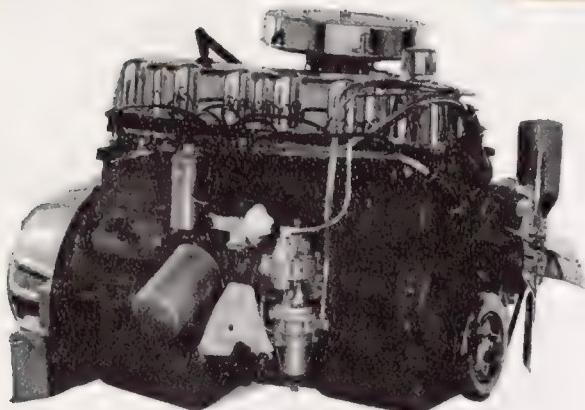
This great economy engine features a rigid cast iron alloy cylinder block and head, wedge-shaped combustion chambers and a precision counter-balanced crankshaft for silky smoothness at all speeds. The one-barrel Holley carburetor in the 125-hp Custom Flying Scot is carefully calibrated to work in conjunction with a unique water heated intake manifold—permitting a lean fuel-air mixture for top economy plus dependable starting in all seasonal temperatures.

A new full-flow engine oil filter replaces the previous partial-flow type for greater protection. Also new for '65 is the built-in by-pass system assuring more efficient and uniform engine cooling, with the plus benefit of quicker and more consistent heater operation. A larger-capacity cellulose-fiber carburetor air cleaner is also standard.

With factory-installed air conditioning, this engine is equipped with a two-barrel Carter carburetor to enhance performance (not offered without air conditioning).



New TORQUE COMMAND "199" ENGINE



SPECIFICATIONS

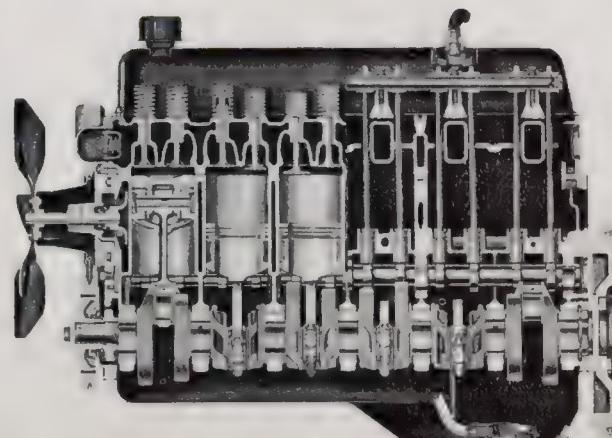
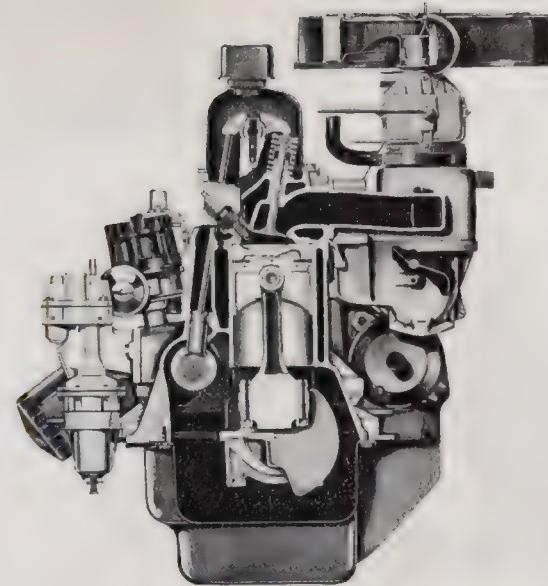
Type.....	OHV, 6 cylinder
Bore & Stroke.....	3 1/4" x 3"
Displacement.....	199 cubic inches
Compression Ratio.....	8.5:1
Carburetor.....	Carter RBS, one-barrel
Horsepower.....	128 @ 4400 RPM
Torque.....	182 @ 1600 RPM
Fuel Recommended.....	Regular
Oil Filter.....	Full-Flow
Valve Lifters.....	Hydraulic
Crankshaft Main Bearings.....	7
Air Cleaner.....	Cellulose Fiber

**199 cubic-inch displacement
... 128 horsepower**

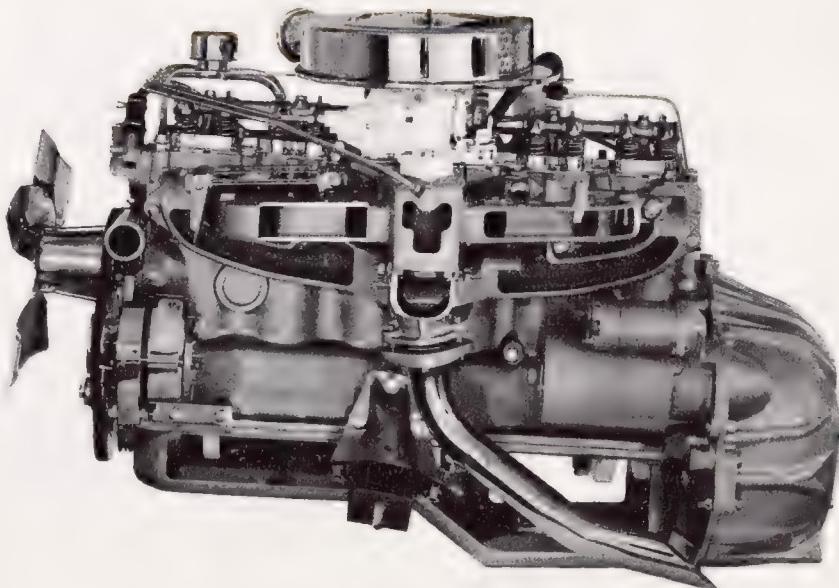
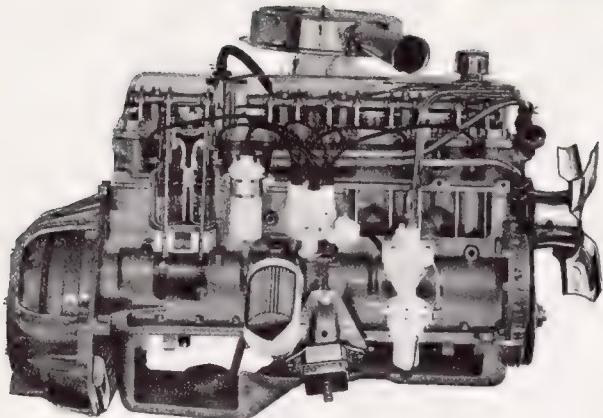
★ Standard on Classic "550" models

This new thrifty 128-hp Torque Command 199 engine is standard on all Classic "550" models. The components of the 199 are basically the same as those of the Torque Command 232 (standard on all other Classic models) except that this 199 cubic-inch engine has a 3" stroke crankshaft (compared to 3½" for the 232), uses longer connecting rods (6⅛" compared to 5⅞" for the 232), and same diameter pistons (3¾") but with a smaller top cavity to maintain the same 8.5:1 compression ratio. With a one-barrel Carter carburetor, the "199" engine thrives on regular grade fuel.

Torque Command engine features include: seven-main-bearing crankshaft with eight counterweights (exclusive), oversquare bore-stroke ratio (3¾" bore x 3" stroke = 1.250:1 ratio), coolant passages surrounding valve seats and cylinders, wedge-shaped combustion chambers, big-diameter valves, hydraulic valve lifters, full-flow oil filter, full-pressure lubrication, slim-wall cast-iron block construction, free-breathing intake manifold, sweep-flow exhaust manifold with heat control valve, steel-reinforced aluminum pistons, automatic choke and a dry-element air cleaner.



new TORQUE COMMAND "232" ENGINE



SPECIFICATIONS

Type.....	OHV, 6 cylinder
Bore & Stroke.....	.3¾" x 3½"
Displacement.....	232 cubic inches
Compression Ratio.....	8.5:1
Carburetor.....	Holley 1931, one-barrel
Horsepower.....	145 @ 4300 RPM
Torque.....	215 @ 1600 RPM
Fuel Recommended.....	Regular
Oil Filter.....	Full-Flow
Valve Lifters.....	Hydraulic
Crankshaft Main Bearings.....	7
Air Cleaner.....	Cellulose Fiber

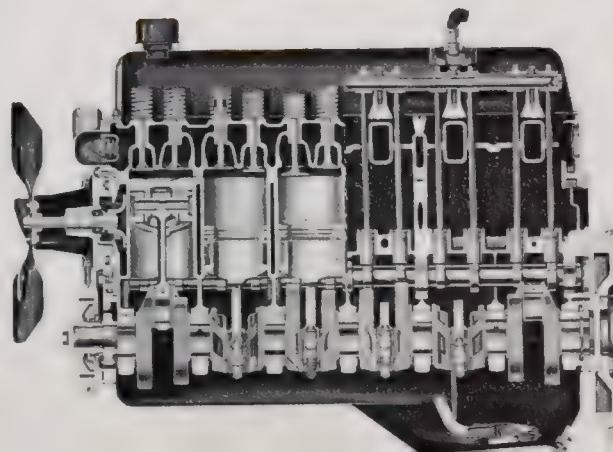
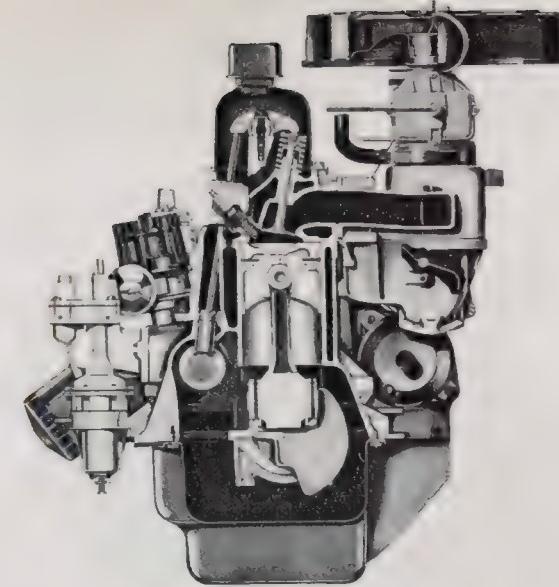
232 cubic-inch displacement

... 145 horsepower

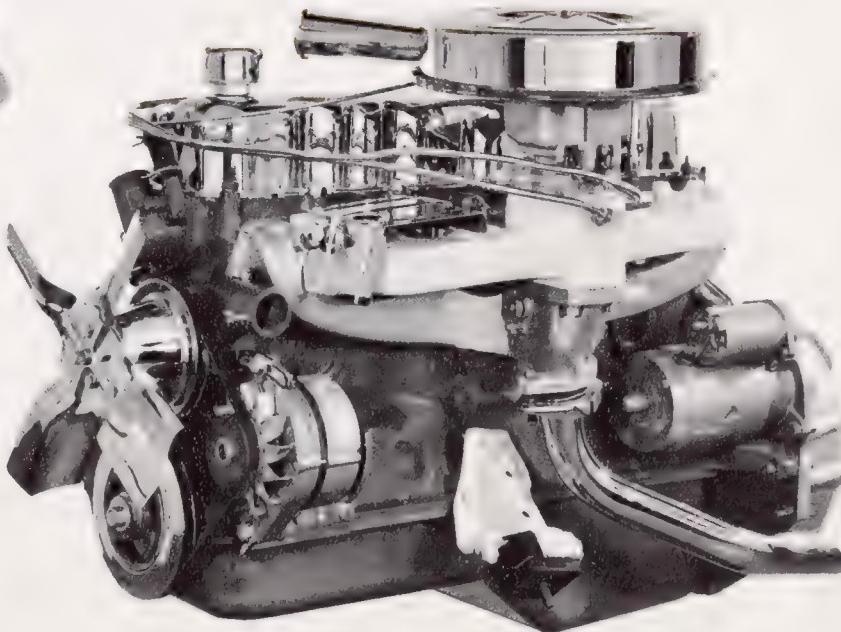
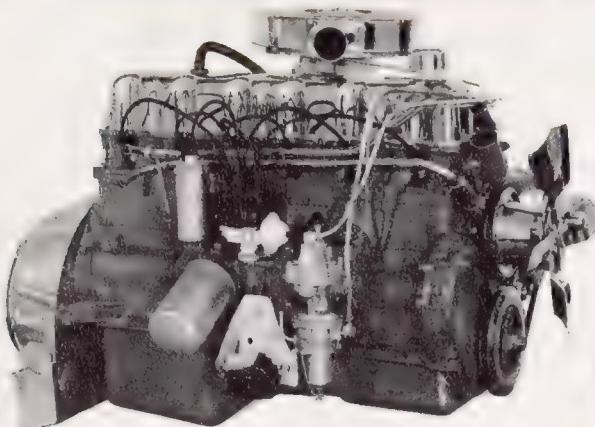
**★ Standard on all Classic
"660", "770" and "770-H" models**

The Torque Command 232, introduced in mid-year 1964 as an option, is now the standard 6-cylinder engine for all 1965 Classic models with the exception of the "550." This engine is rated at 145-hp with the one-barrel Holley carburetor and a 8.5:1 compression ratio. It offers a new high measure of responsive performance and smoothness over a broad range of car speeds, plus remarkable economy on regular grade fuel.

Torque Command engine features include: seven-main-bearing crankshaft with eight counterweights (exclusive), oversquare bore-stroke ratio ($3\frac{3}{4}$ " bore x $3\frac{1}{2}$ " stroke = 1.071:1 ratio), coolant passages surrounding valve seats and cylinders, wedge-shaped combustion chambers, big-diameter valves, hydraulic valve lifters, full-flow oil filter, full-pressure lubrication, slim-wall cast-iron block construction, free-breathing intake manifold, sweep-flow exhaust manifold with heat control valve, steel-reinforced aluminum pistons, automatic choke and a dry-element air cleaner.



new TORQUE COMMAND "232" 2-BARREL ENGINE



SPECIFICATIONS

Type.....	OHV, 6 cylinder
Bore & Stroke.....	.3¾" x 3½"
Displacement.....	232 cubic inches
Compression Ratio.....	8.5:1
Carburetor....	Carter WCD, two-barrel
Horsepower.....	155 @ 4400 RPM
Torque.....	222 @ 1600 RPM
Fuel Recommended.....	Regular
Oil Filter.....	Full-Flow
Valve Lifters.....	Hydraulic
Crankshaft Main Bearings.....	7
Air Cleaner.....	Cellulose-Fiber

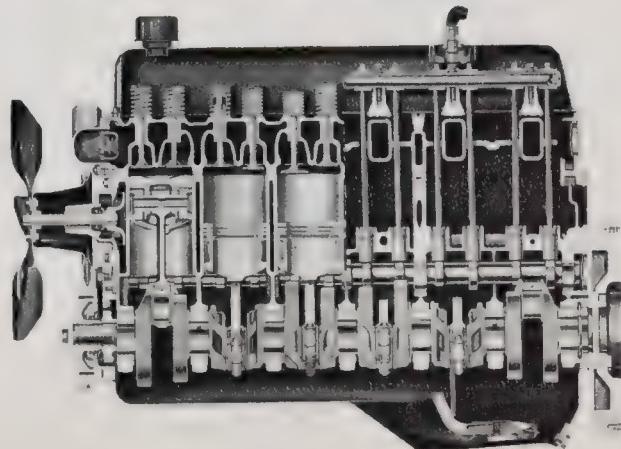
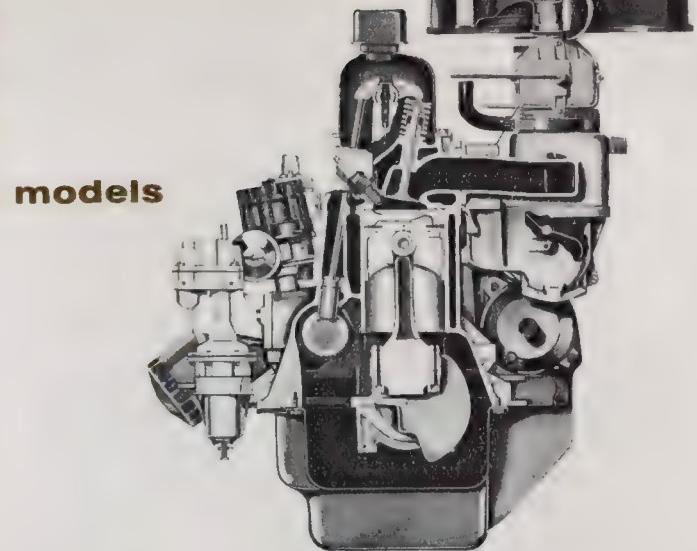
232 cubic-inch displacement
... 155 horsepower

★ **Standard on all Ambassador models**

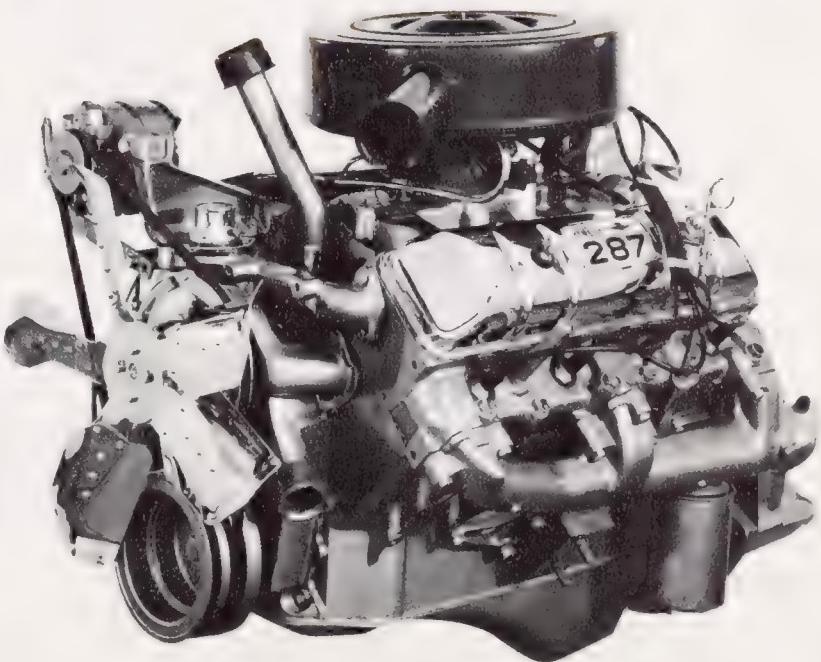
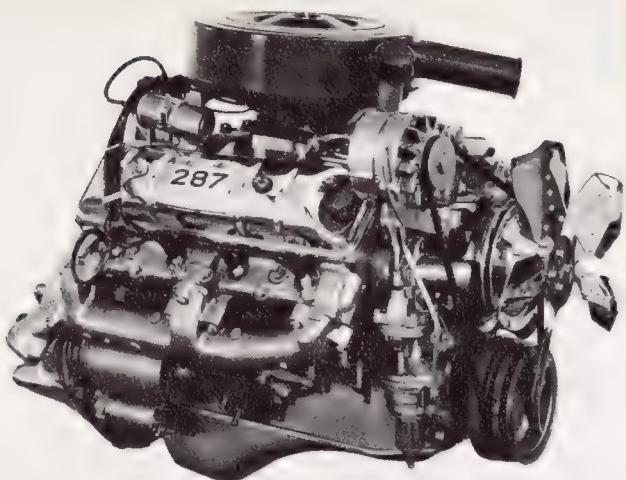
★ **Optional on all Classic and American models**

The new 155-hp Torque Command 232 with two-barrel Carter carburetor is the new standard powerplant for all Ambassador models, and optional at extra cost on all Americans and Classics. With an 8.5:1 compression ratio, this new high-performance six runs great on regular-grade fuel. In addition to the regular transmission options, the 155-hp Torque Command 232 cubic-inch engine is also available with optional Shift-Command Flash-O-Matic on all top-line models (including American and Classic) when equipped with optional slim bucket seats and console. This spirited and ultra-smooth running 155-hp engine is optional on all American models equipped with automatic transmissions only, but without air conditioning.

Torque Command engine features include: seven-main-bearing crankshaft with eight counterweights (exclusive), oversquare bore-stroke ratio ($3\frac{3}{4}$ " bore x $3\frac{1}{2}$ " stroke = 1.071:1 ratio), coolant passages surrounding valve seats and cylinders, wedge-shaped combustion chambers, big-diameter valves, hydraulic valve lifters, full-flow oil filter, full-pressure lubrication, slim-wall cast-iron block construction, free-breathing intake manifold, sweep-flow exhaust manifold with heat control valve, steel-reinforced aluminum pistons, automatic choke and a dry-element air cleaner.



the optional "287" V-8 ENGINE



SPECIFICATIONS

Type.....	OHV, V-8 (90°-V)
Bore & Stroke.....	.3 $\frac{1}{4}$ " x 3 $\frac{1}{4}$ "
Displacement.....	287 cubic inches
Compression Ratio.....	8.7:1
Carburetor.....	Holley 2209, 2-Barrel
Horsepower.....	198 @ 4700.RPM
Torque.....	280 @ 2600 RPM
Fuel Recommended.....	Regular
Oil Filter.....	Full-Flow
Valve Lifters.....	Hydraulic
Crankshaft Main Bearings.....	5
Air Cleaner.....	Cellulose-Fiber
Powr-Saver Fan.....	Optional

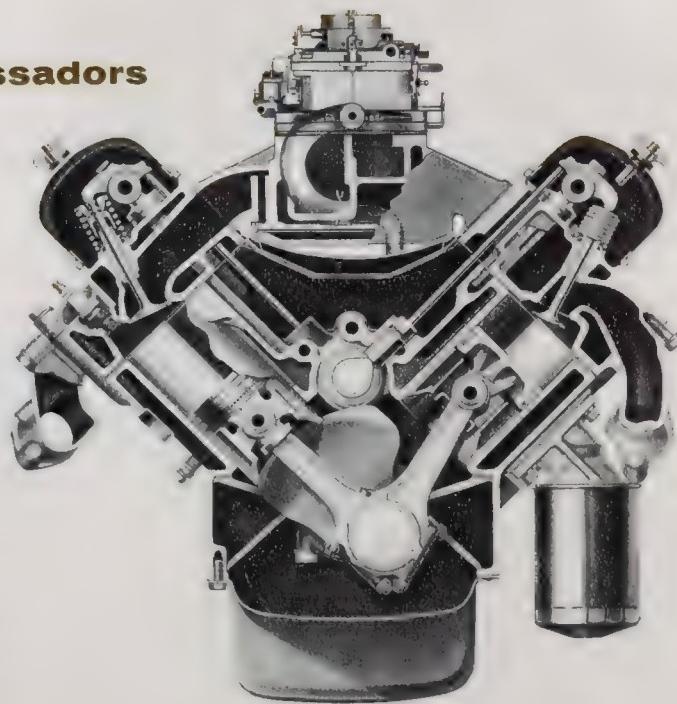
287 cubic-inch displacement... 198 horsepower

★ **"287" V-8 engine plus
matching V-8 driveline
and mechanical components
is optional on all Classics and Ambassadors**

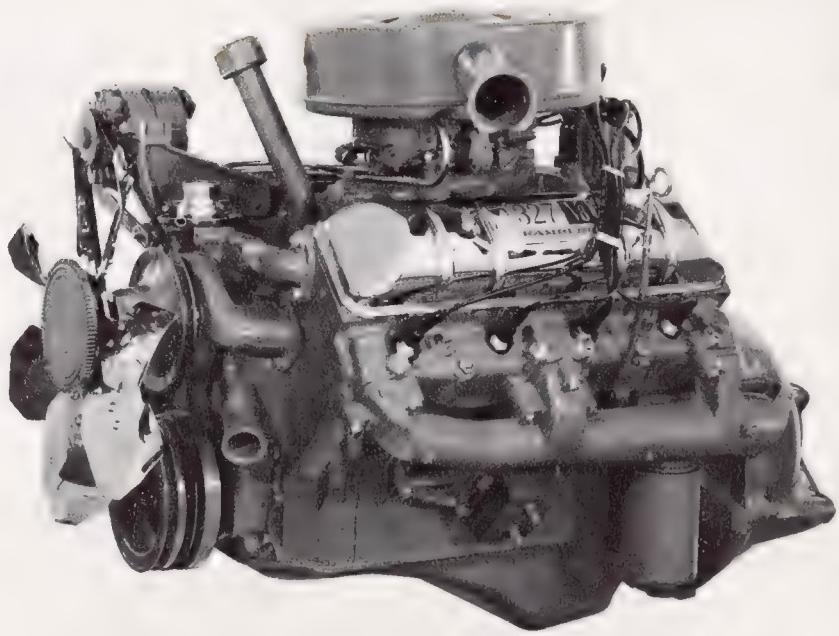
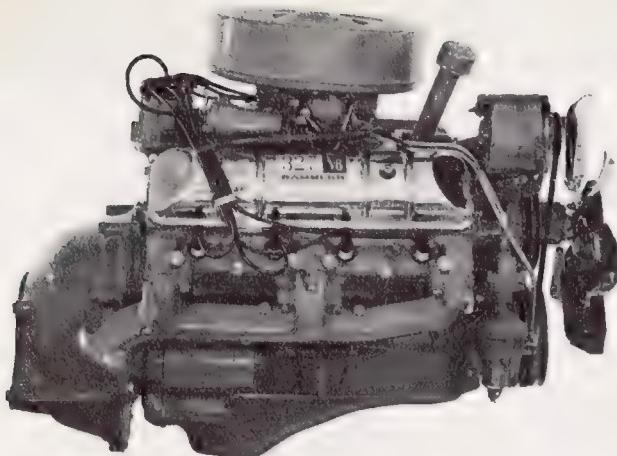
This optional Classic and Ambassador engine is *all* V-8 from mechanical components right down through the driveline. The thorough engineering and close attention to detail that have gone into this 287 cubic-inch engine pay off beautifully in a well-balanced blend of high performance with traditional Rambler economy and low upkeep—remarkable for a 198-hp V-8 engine.

A new, improved version of the Holley two-barrel carburetor is featured for '65. This new "2209" carburetor (replaces "2300") incorporates the latest advances in design for improved operation and reliability.

On all V-8 engines, with either Twin-Stick Floor Shift or Shift-Command Flash-O-Matic (floor-shift) transmissions, all engine valve springs are equipped with additional inner-spring dampeners for precise control of valve action at high engine speeds.



the optional "327" V-8 ENGINE



SPECIFICATIONS

Type.....	OHV, V-8 (90°-V)
Bore & Stroke.....	4" x 3 1/4"
Displacement.....	327 cubic inches
Compression Ratio.....	9.7:1
Carburetor.....	Holley 4150, 4-Barrel
Horsepower.....	270 @ 4700 RPM
Torque.....	360 @ 2600 RPM
Fuel Recommended.....	Premium
Oil Filter.....	Full-Flow
Valve Lifters.....	Hydraulic
Crankshaft Main Bearings.....	5
Air Cleaner.....	Cellulose-Fiber
Powr-Saver Fan (Shown).....	Optional

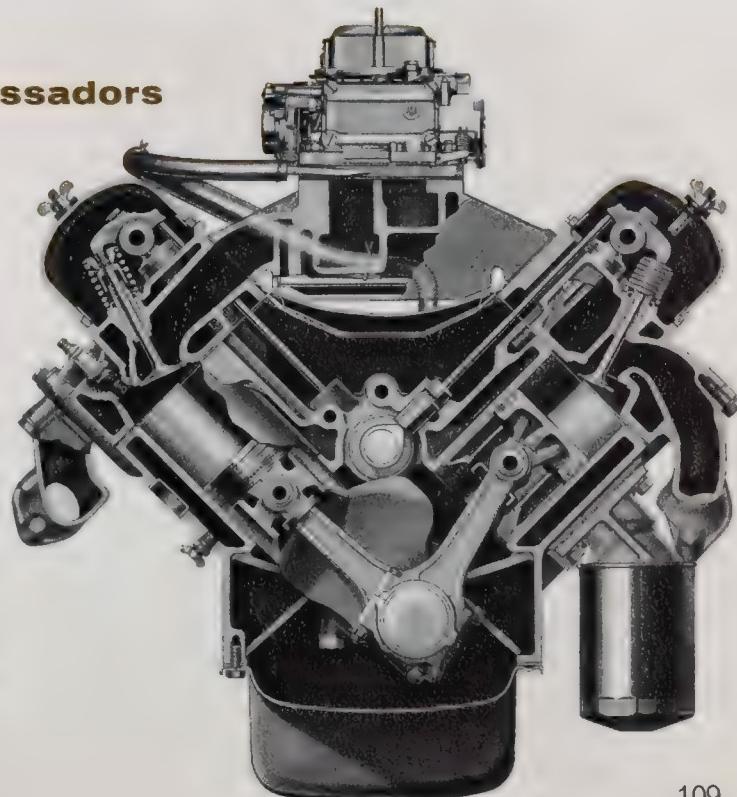
327 cubic-inch displacement . . . 270 horsepower

★ **"327" V-8 engine plus matching V-8 driveline and mechanical components is optional on all Classics and Ambassadors**

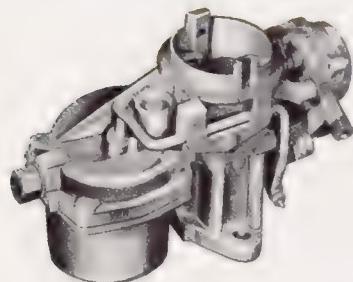
The 270-hp V-8 is optional on all Classic and Ambassador models for 1965. This higher-performance engine is for people who like a little more urge. It offers eye-opening performance all the way up and most decidedly in the higher speed ranges. The 9.7:1 compression ratio is achieved with high-top pistons. A four-barrel Holley carburetor gives instant response at all speed ranges on premium-grade fuel.

This 327-cubic-inch displacement V-8 engine has high-torque characteristics that produce something very close to instant acceleration: it's a right-now responsiveness that comes in handy for faster, safer passing.

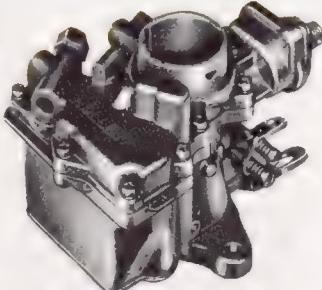
On all V-8 engines, with either Twin-Stick Floor Shift or Shift-Command Flash-O-Matic (floor-shift) transmissions, all engine valve springs are equipped with additional inner-spring dampeners for precise control of valve action at high engine speeds.



SIX-CYLINDER ECONOMY CARBURETION



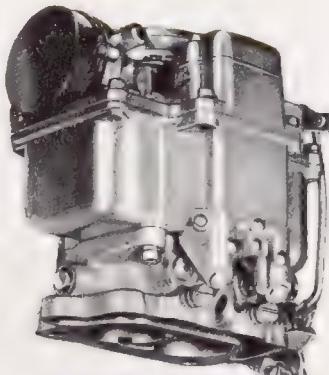
Carter RBS One-Barrel



Holley 1909 One-Barrel



Holley 1931 One-Barrel



Carter WCD Two-Barrel

To maintain Rambler's traditionally high fuel economy and responsive performance, major emphasis is placed on proper carburetion. New designs and refinements are tested continually to assure peak carburetor efficiency for all engines. When improvements can be made, they are incorporated at the first opportunity.

Both the 90-hp American L-Head, and the 128-hp Torque Command 199 engine on the Classic "550", use the one-barrel Carter RBS carburetor.

The 125-hp American Overhead-Valve (best mileage winner of economy runs) uses a one-barrel Holley 1909 carburetor.

The 145-hp Torque Command 232 engine for the Classic "660", "770" and "770-H" uses the Holley 1931 carburetor with one-barrel.

The 155-hp Torque Command 232 engine for the Ambassador (option on American and Classic) uses the two-barrel Carter WCD carburetor (also used on OHV American engine with air conditioning).

These carburetors provide lean fuel mixtures with less "surge" and better atomization for top economy with regular grade gas. The synthetic-rubber tipped needle valve (Holley) and valve seat (Carter) prevent flooding due to foreign particles in the fuel. Generously-sized intake manifolds provide efficient distribution and temperature control for the fuel-air mixture. All carburetors feature an automatic choke.

TWO- OR FOUR-BARREL V-8 CARBURETORS

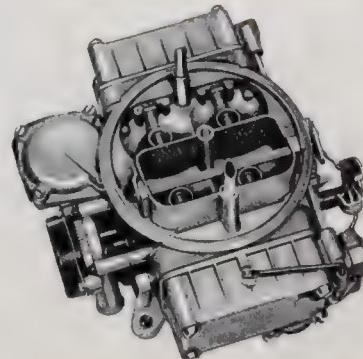
A new, improved edition of the two-barrel Holley carburetor (designated 2209) is used on the 287 cubic-inch optional V-8 (198-hp) for Classics and Ambassadors. Unique external float adjustment, with a side plug for visual check, provides a simple, accurate method for adjustment. The high-capacity bowl has a unique float made of nyprophyl hard-rubber with unicellular molded construction rather than sheet brass, thus eliminating soldered joints, collapsed floats and possible leakage.

The big 327 cubic-inch optional V-8 for Classics and Ambassadors, that develops 270-hp, uses the four-barrel Holley 4150 carburetor. Twin primary front barrels serve most driving needs. Twin secondary rear barrels are brought into operation by engine intake manifold vacuum, and function only for higher power requirements in conjunction with the primaries. Twin fuel-bowls insure fuel supply at all speeds.

Both carburetors have automatic chokes with a filtered-air supply via the carburetor air cleaner to insure reliable choke action. The carburetor chokes are designed to prevent premature off-choke action for reliable cold-weather warm up. On automatic transmission models, both carburetors are equipped with dash-pots for better stability during fast stops. The Viton (synthetic-rubber) tipped needle valve prevents flooding caused by foreign particles.



2-Barrel Holley 2209 Carburetor

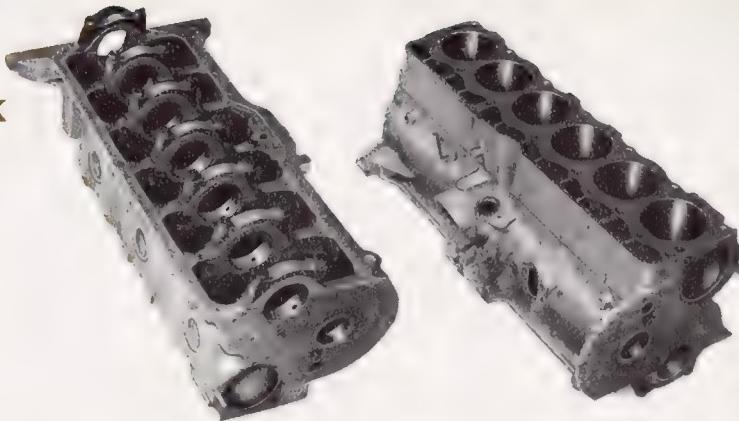
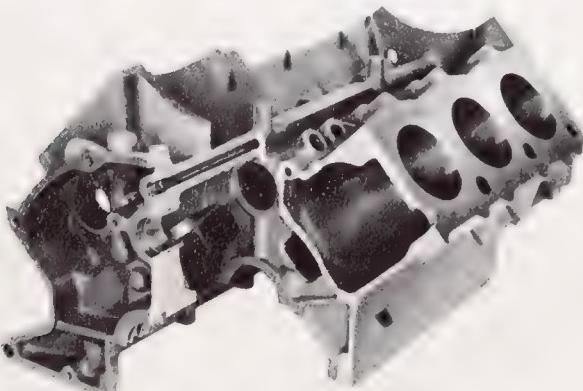


4-Barrel Holley 4150 Carburetor

1965 ENGINE FEATURES

TORQUE COMMAND ENGINE BLOCK

The very latest casting techniques assure better controllability and uniformity of the slim-wall cast sections of the Torque Command engine block. This, in turn, assures maximum engine block strength with minimum weight, as evidenced by sizeable savings. The basic block design has been lengthened to accommodate the seven-main-bearing crankshaft and larger pistons. This makes it possible to provide efficient water cooling around all cylinders. The bore-to-bore spacing for the rugged cast-iron alloy block is a generous 4.38"

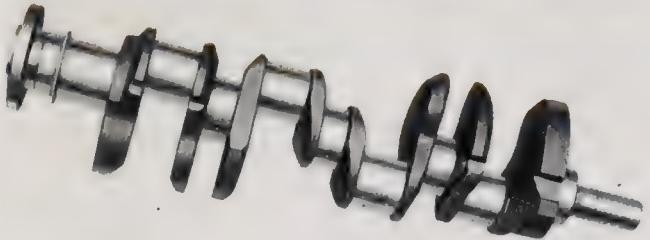


V-8 ENGINE BLOCK

Engine ruggedness and durability are designed and built into the cast-iron alloy cylinder block.

Internal oil and coolant passages are designed and located for top efficiency. The crankcase flange is $2\frac{3}{4}$ " below the crankshaft center to provide inherent swiftness and a firm oil-pan sealing flange. The flywheel housing mounting surface provides a wide and deep base for drive train mounting. The 30 cylinder head bolts carry gas pressure loads evenly into the water jacket walls rather than into the cylinder bores to reduce distortion and subsequent abnormal wear of bores, pistons and rings.

1965 ENGINE FEATURES



V-8 crankshaft is 100% mass balanced in the engine with flywheel, connecting rods, pistons, pins, rings, and pulley attached. This balancing method prevents a tolerance stack-up for smooth operation at all speeds. The six-cylinder engines feature a precision counterbalanced crankshaft.

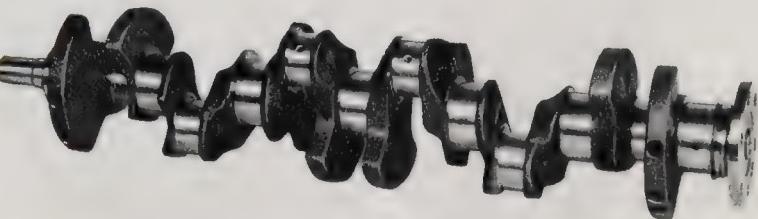
V-8 CRANKSHAFT AND BEARINGS (90- and 125-hp Six features also)

The rugged drop-forged steel crankshaft has four main bearings for the 90- and 125-hp sixes, and five bearings for the V-8 engines. Bearing journals are machined to extremely close tolerances. Steel-backed micro-babbitt bearings are used for all crankshaft bearings. Copper-lead alloy bearings are used for the V-8 connecting rods, micro-babbitt for both American sixes.

TORQUE COMMAND CRANKSHAFT

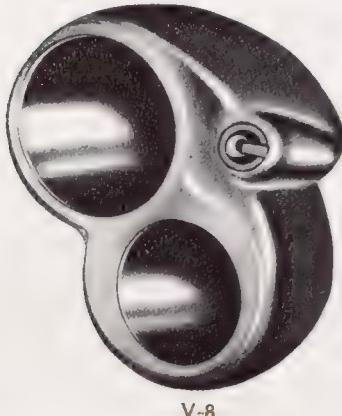
The seven-main-bearing crankshaft, with larger diameter main bearings, and made of cast malleable iron, is a major feature of the new Torque Command engine. Its design is unique in the industry in that it features *eight* counterweights to minimize vibration. Competitive sixes with seven main bearings use only 4 counterweights. Special micro-babbitt alloy bearings are used in the Torque Command because of its well distributed light load. Connecting rod bearings are made of sintered copper-lead alloy, a high-strength, long-life material. Large bearing cap bolts are used for greater durability. On automatic transmission models, the crankshaft and converter are "wet balanced" together to assure smoother operation than any other six-cylinder engine on the market.

For manual transmissions, a new heavier flywheel provides greater moment-of-inertia for considerably smoother operating than any other six-cylinder engine on the market.



COMBUSTION CHAMBER

The designs can be described as wedge-type chambers, accurately cast in the head. Being cast, it requires a minimum of machining, and consequently volume and shape can be located for top efficiency. The chamber shape gives a swirling action to the intake gas for better turbulence, and spark voltage requirements are quite low. There is no shrouding of the valves and therefore, a high volumetric efficiency is obtainable. Combustion characteristics are such that chamber shape controls the rate of pressure rise to minimize engine harshness. Spark plugs are cooled by large water chambers. These plugs are located in such a manner as to minimize the "drowning effects" of unvaporized fuel during cold starts.

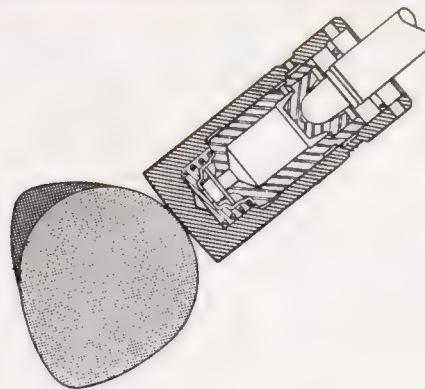


V-8



Torque Command

1965 ENGINE FEATURES



HYDRAULIC TAPPETS

All Torque Command sixes, and all V-8's feature hydraulic tappets to assure quiet operation by automatically compensating for "play" in the valve linkage. Hydraulic tappets permit valves to seat properly, thus maintaining full compression for top efficiency. These tappets are practical from a service standpoint since valve clearance adjustments are not required. Cam-shaft lobes are ground with a taper, and the tappet face has a spherical radius for tappet rotation to eliminate spot wear. On the 90-hp and 125-hp American engines, solid tappets are used.

1965 ENGINE FEATURES

LOW-FRICTION DESIGN TORQUE COMMAND 6 & V-8

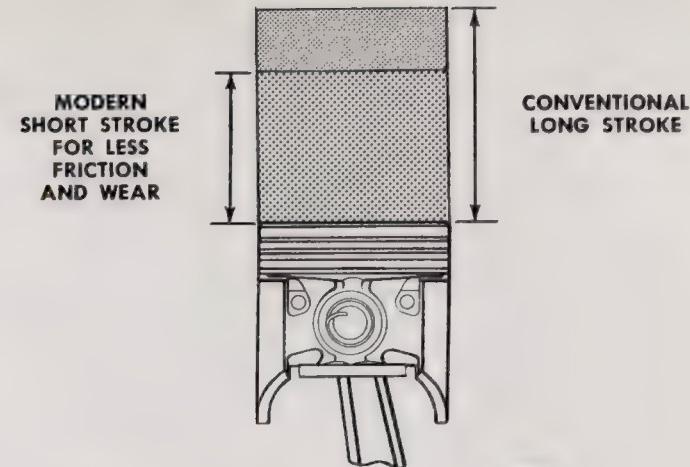
The large bore, short-stroke design reduces piston speeds. Since the piston travels a shorter distance, this means less friction-energy loss, more available power, quieter running, smoother running and longer engine life. The larger piston bore permits generous valve-head diameters and ports, offering full-benefits of free-breathing design. Intake and exhaust valves are the same size on all Torque Command and V-8 engines.

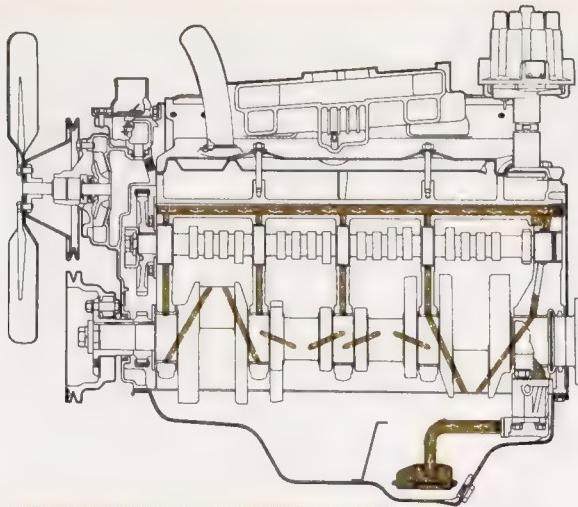
PISTONS

The cam-ground pistons are made of aluminum alloy with reinforcing steel-ring inserts for extreme lightness, ruggedness and close fit. Two specially finished cast iron compression rings with a slim-height design control ring life and oil consumption. A three-piece spring-steel lower oil control ring complete the ring "team."

CONNECTING RODS

The exceptionally rigid "I-section" connecting rods are drop-forged from high-strength alloy steel on V-8's, and the 90- and 125-hp sixes. The Torque Command sixes use cast malleable iron alloy rods, also of "I-section" design for great strength.





ENGINE LUBRICATION

All Rambler engines employ full pressure lubrication to protect all moving parts as well as an aid to cooling. The fixed-type oil pump inlet tube and screened pick-up assembly assure a reliable oil supply from the crankcase to the oil pump. A gear-type oil pump, designed to eliminate hydraulic lock, forces oil at a pressure of approximately 50 P.S.I. to the main bearings, connecting rod bearings, and camshaft bearings. Valve operating mechanism is also full pressure lubricated. Oil drainage around valve springs minimizes oil consumption. Cylinder walls, pistons, piston pins, and timing chain are pressure-sprayed even at low or idling speeds. All other parts are lubricated by oil spray thrown off the revolving crankshaft or connecting rod.

FULL-FLOW OIL FILTER

Full-flow oil filters are standard on all 1965 Rambler engines. The full-flow feature is new for the two 195.6 cubic-inch American engines. On all sixes, the full-flow filter is mounted on the right, center lower side of the block. On V-8's, a full-flow filter is mounted on the left, rear lower side of the block. The specially-engineered Rambler engine-oil filters are of the throw-away type and easily changed at the normal interval of 4,000 miles.

With the full-flow filter and new high-quality factory fill engine oil, the initial change of 1,000 miles is changed to 4,000 miles for 1965.



FUEL TANK

Capacities: 19 gallons in Classic and Ambassador models (17 in 3-seat station wagons). And, the American has a 16-gallon tank capacity. The rear-located center fuel filler cap (below trunk lid) is featured in American sedans, hardtops and convertibles. On American station wagons and Classic or Ambassador 3-seat models, the filler cap is located on the side of the right rear fender. On Classic or Ambassador sedans, hardtops, convertibles and 2-seat wagons, it's on the side of the left rear fender. For Classics and Ambassadors, a new tank vent system permits faster filling without blow-back spillage. On Americans, the vent system also helps control spillage during fueling. A locking gas cap is a dealer accessory.

FUEL FILTER

In all engines, the fuel pump filter element is generously sized and scientifically designed to provide high dirt-holding capacity for reliable carburetor performance. The pleated paper filter element, the same for all engines, should be replaced every 12,000 miles to assure reliable service. Also a continuing feature, a permanent fuel tank pick-up tube filter, made of Saran plastic, provides extra protection by keeping out water and foreign matter.

1965 ENGINE FEATURES

CARBURETOR AIR CLEANER

For all engines, the carburetor air cleaner is designed to provide extremely-high dirt-holding capacity while maintaining air-flow efficiency under all driving conditions. The element is made of a special cellulose-fiber material. Cleaning the element every 4,000 miles is an easy matter, as is replacement at 24,000 miles. Cleaning of the optional oil-bath air cleaner for the American L-Head engine is at 12,000 miles.



CERAMIC-ARMORED EXHAUST SYSTEM

Rambler's exclusive Ceramic-Armored exhaust system (muffler, exhaust pipe and tailpipe) will last longer than the exhaust system of any other car under comparable operating conditions.

The steel muffler, exhaust and tailpipe are coated by dipping in a liquid ceramic material and fired at extremely high temperatures. After the ceramic process, the muffler is wrapped in asbestos to insulate the car floor, then with an aluminized steel shield to protect against damaging contacts.

The muffler is located behind the rear axle for maximum protection, quietness and minimum heat transfer to the passenger compartment. The muffler, exhaust pipe and tailpipe, virtually impervious to all corrosion, are included in Rambler's regular "2-year or 24,000-mile" warranty for the overall car.

An asbestos gasket is used between the exhaust manifold and forward exhaust pipe to effectively seal against exhaust-gas leaks (new for American 195.6 cu. in. engines).



POSITIVE CRANKCASE VENTILATION

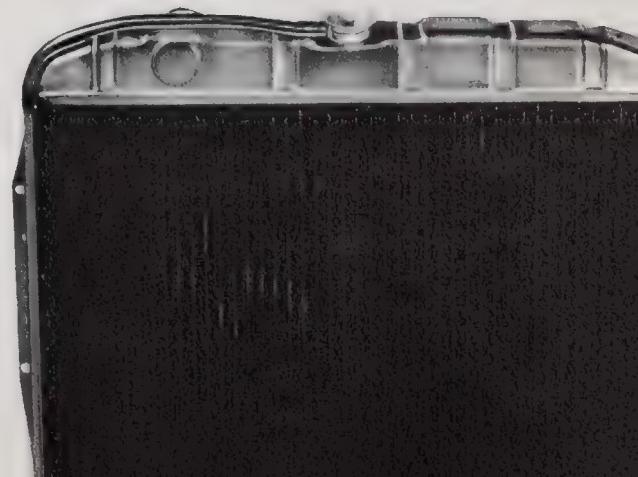
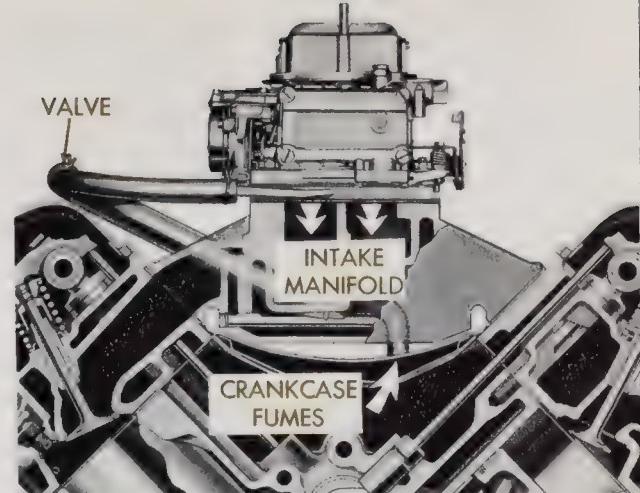
This system is standard on 1965 Ramblers, as it is throughout the industry, to contribute to smog reduction. The PCV system returns unburned hydrocarbons from the crankcase to the intake manifold, where they are recirculated and consumed within the engine. On V-8 engines and Torque Command 232 engines for California, we will continue to use the *closed* PCV system as an extra-cost option (as competitors do). The regular PCV system for the 195.6 cu. in. American engines meets the California requirements, and therefore does not require the extra-cost system. For the Torque Command 199, the regular PCV system is used, including California, and therefore, no extra charge is required. This is an advantage over virtually all other competitive cars that must use the closed PCV system (at extra cost) on smaller displacement engines to meet California requirements.

ENGINE COOLANT

DOWGARD® FULL-FILL® Coolant offers uniform and complete cooling system protection in both summer and winter. Boiling point is higher and freeze point is -40°F . If the coolant level is low, add Dowgard or a mixture of equal parts of Rambler All-Season Coolant or another quality-brand permanent anti-freeze (ethylene-glycol) and pure water. A recommended 24-month change period helps minimize seasonal service requirements.

RADIATORS

Standard radiators for all models are built for long service life. The radiator core on Americans has more fins per inch for improved engine cooling. Also, the optional heavy-duty radiator (standard with air conditioning) features even better construction for greater service life and improved cooling ability. The 195° F . thermostat is designed as a heavy-duty part for long service life. Engine fan information is listed in "Specifications".



12 VOLT ELECTRICAL SERVICE

Rambler's 12-volt electrical system assures efficient ignition, high electrical output, high engine cranking speeds for cold weather starts, and power for all equipment. The ignition system is fully waterproof and protected from overloading and shorts with fuses and circuit breakers. Snorkel type starters with enclosed solenoid linkage provide all-weather protection. Starters, generators and alternators are permanently lubricated.

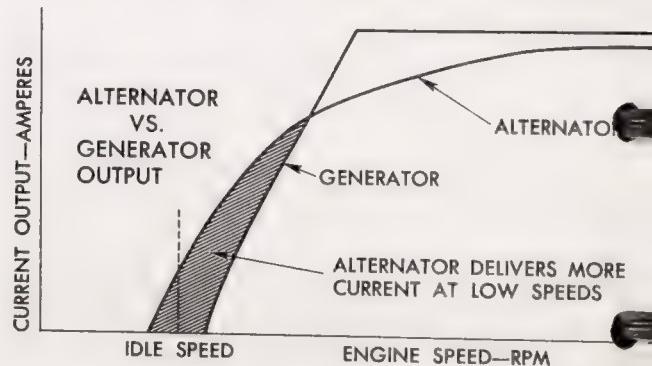
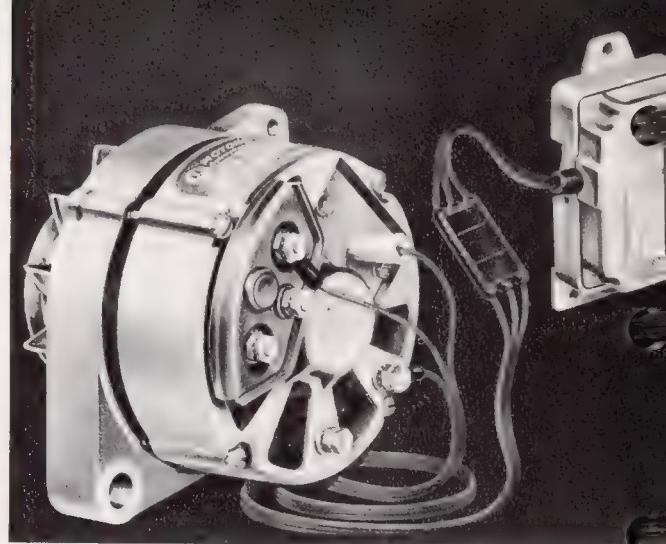
ALL-ELECTRONIC ALTERNATOR AND TRANSISTOR VOLTAGE REGULATOR

For 1965, the 35-amp Motorola alternator and voltage regulator is a standard feature in all models, including the American for '65. A 40-amp system is a new standard feature with factory-installed air conditioning (also a separate option, less A.C.). The alternator system supplies a charge at idle speeds to offset much of the heavy drain which lights, heater, air conditioning, radio and power accessories would otherwise put on the battery. The alternator features six silicon diodes and an exclusive isolation diode.

The all-transistor voltage regulator provides a smoother flow of current by accurately sensing all electrical-load requirements. The unit is sealed and requires no adjustments.

LONG-LIFE BULBS

Long-life bulbs with heavy-duty filaments, for all exterior lights including headlights, give long service life.



CENTRAL FUSE PANEL

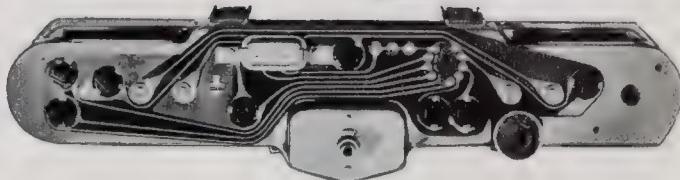
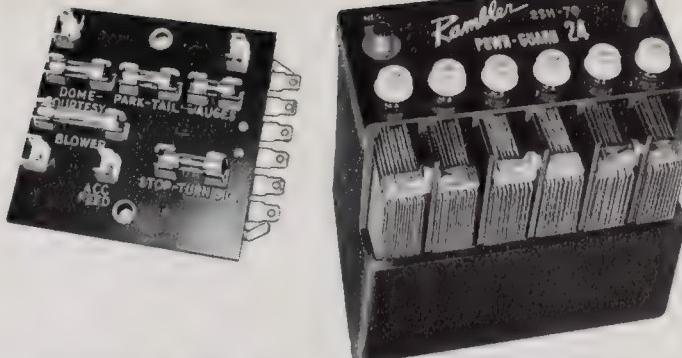
Rambler's central fuse panel provides for easier accessibility of fuses, and handles more fuses for better protection. On Classics and Ambassadors, it is located on the left side, under the instrument panel, in a protected, accessible position. On the American, it is located on the left side panel, over the fresh-air vent. Fuses are provided for instrument gauges, park-tail lights, stop-turn lights, dome-courtesy lights, and heater motor. The fuse panel provides easier servicing of fuses.

POWR-GUARD "24" BATTERY

"Intercell" battery construction is now featured in every battery for 1965. This design reduces electrical resistance of connectors between cells and thus reduces power loss within the battery. The Powr-Guard "24" battery has an attractive case with all identification lettering on the top surface. Standard battery on all 6-cylinder models has a 50 Amp-hour rating. Standard battery on all V-8's has a 60 Amp-hour rating; also standard on all 6-cylinder models with air conditioning. A 70 Amp-hour battery is optional. All batteries are warranted for 24 months or 24,000 miles, whichever occurs first.

PRINTED CIRCUIT

The 1965 instrument panel cluster has a printed circuit that eliminates wires, joints and possible malfunctions. This design feature is helpful in servicing all of the instrument cluster units and is virtually trouble-free.



American



Classic

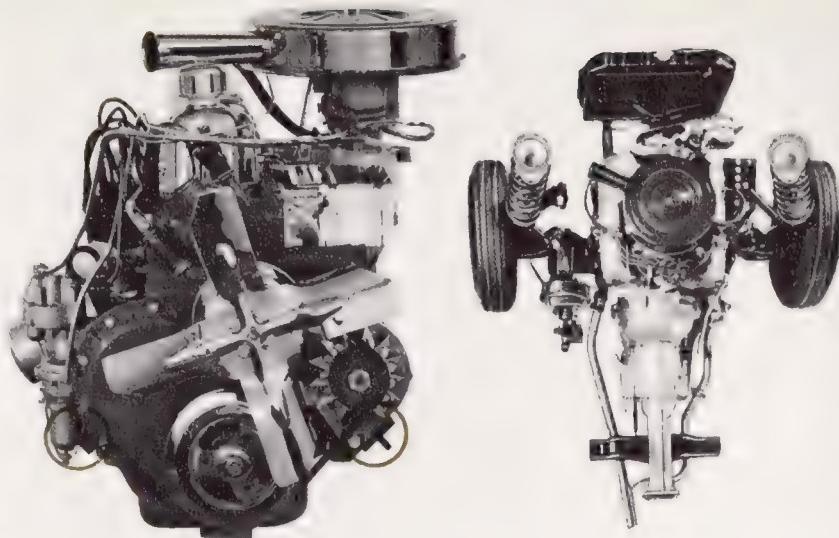


Ambassador

TRI-POISED POWER

Rambler's super-efficient engine suspension employs a unique three-point mounting system that cradles the engine near the center of gravity. Result: remarkable smoothness plus a high-degree in noise suppression up through all engine and car speeds.

Front mounts are positioned near the center of gravity on each side of the engine. The driving forces imposed by the driveline system are disassociated from the mounting system and transferred by way of the rear mount to the rear cross-member, then to side-sill members. The rear mounting pad, on the bottom transmission extension housing, is attached to a cross-member that is mounted in rubber (Classic and Ambassador) and stabilized by a thrust rod.



MOBIL ECONOMY RUN . . . In the 1964 Mobil Economy Run, a 125-HP Rambler American won Class B against all large-engine compacts with automatic transmission. In achieving this decisive victory, the stock Rambler American 440 delivered 27.83 MPG surpassing *all* cars in *all* classes, including the smaller-engine compact class! This challenging, competitive event, running from Los Angeles to New York, was closely supervised by the United States Auto Club.

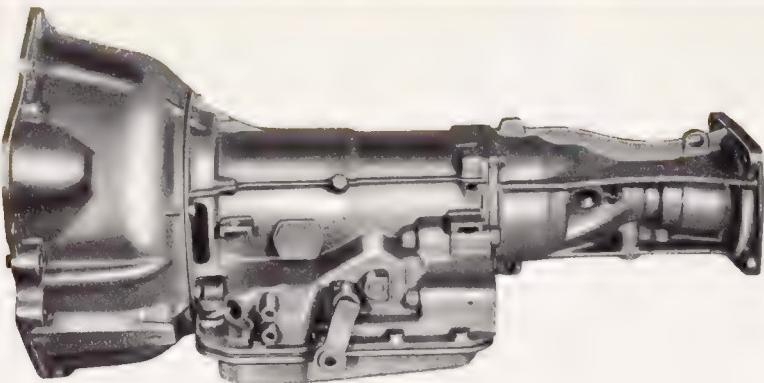
PURE OIL ECONOMY TRIALS . . . For the fifth straight year, Rambler American achieved highest miles-per-gallon in the NASCAR-sanctioned Pure Oil Performance and Economy Trials at the Daytona International Speedway. In the 1964 event, the 125-HP Rambler American 440 with overdrive achieved 34.55 miles per gallon—surpassing *all* cars in *all* classes. The 125-HP overhead valve engine is standard on 440 and 440-H models, and optional on 220 and 330 models.

1965 RAMBLER TRANSMISSIONS

- 1. MANUAL 3-SPEED**
Standard on all models
- 2. GAS-SAVING OVERDRIVE**
Optional on all models
- 3. FLASH-O-MATIC
(3-Speed, Column-Quadrant)**
Optional on all models
- *4. SHIFT-COMMAND FLASH-O-MATIC
(Floor-Shift Automatic)**
Optional with V-8's, and "232" Two-Barrel Sixes only.
Available on 440, 440-H, 770, 770-H, 990 and 990-H models
when equipped with slim-bucket seats and console.
- 5. TWIN-STICK FLOOR SHIFT
(Floor-Shift Overdrive)**
Optional on 440, 440-H, 770, 770-H, 990 and 990-H models
when equipped with slim-bucket seats and console.
(6 or V-8)

*These are the *only* two transmissions available for American models when equipped with the optional Torque Command 232 two-barrel carburetor engine.

FLASH-O-MATIC TRANSMISSION



Rambler Flash-O-Matic, a fully automatic 3-speed transmission combining a torque converter with gear box, is optional on all models. The Borg-Warner automatic transmission is compact in size and engineered in two versions to perfectly match the power and torque output of six-cylinder and V-8 engines. All external housings are made of strong, cast-aluminum alloy for minimum weight and maximum cooling efficiency. Mechanical control linkage is used between the transmission and six-cylinder engine to govern automatic shifting requirements. V-8's feature a Telo-Vac vacuum control system.

For models equipped with the Torque Command 232 engine, new brazed-on blading is added to

the torque converter impeller vane for better transmission cooling. The result is improved operation under a greater variety of driving conditions.

An 11-inch diameter torque converter is used for 6-cylinder and "287" V-8 models, while a 12-inch diameter size is used for "327" V-8's. The 11-inch torque converter on "287" V-8 models results in improved acceleration from a stop at wide open throttle. All V-8 automatic transmissions feature a water-cooled system.

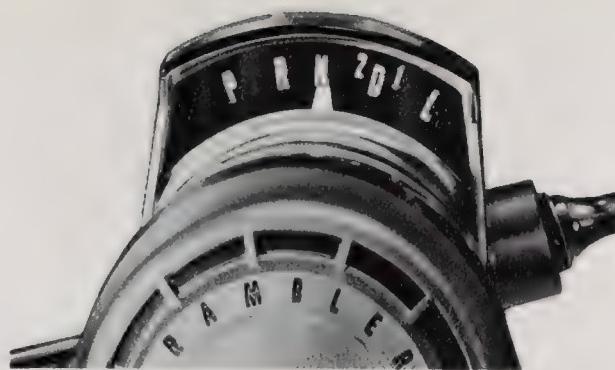
All 1965 Rambler transmissions feature no-drain lubrication. A permanent oil filter screen (Dacron and felt) in the automatic transmission offers greater protection against foreign particles.

The automatic transmission control (or selector) lever is conveniently located on the right side of the steering column. For Classic and Ambassador models, the control quadrant is relocated at the base of the steering column on the face of the instrument panel as a new feature for 1965. The control quadrant on American models is located on the steering column. The control quadrant for all models is illuminated to aid night driving.

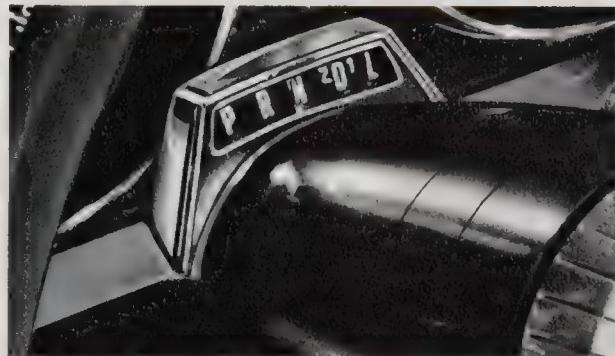
As a safety feature, the engine starter can only be engaged when the transmission is in "P" (park) or "N" (neutral) positions. In addition, quadrant positions are so arranged to minimize the possibility of inadvertently engaging "R" (reverse) from a forward drive position. The starter is ignition-key operated.

"D-1" is recommended for best fuel economy and for all normal driving since it provides a complete driving range with a 1st gear start. "D-2" provides a 2nd gear start (for starting on poor traction) with an upshift to 3rd gear. "L" provides a 1st gear start and lock in. Moving into "L" at over about 20 MPH will give a downshift to 2nd gear (handy when descending steep grades), and when below 20, into 1st gear.

- OIL COOLER . . . On automatic drive V-8 models, transmission oil is routed to a cooling unit located in the lower radiator tank.



AMERICAN



CLASSIC & AMBASSADOR

SHIFT-COMMAND FLASH-O-MATIC

now available with the 155-HP Torque Command 6 as well as V-8's!

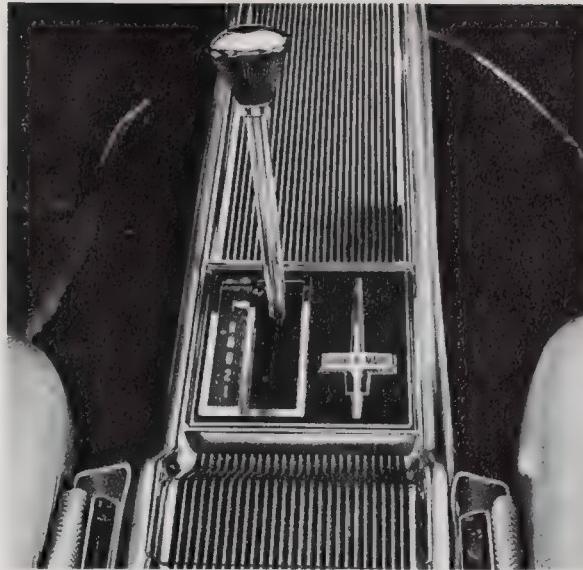
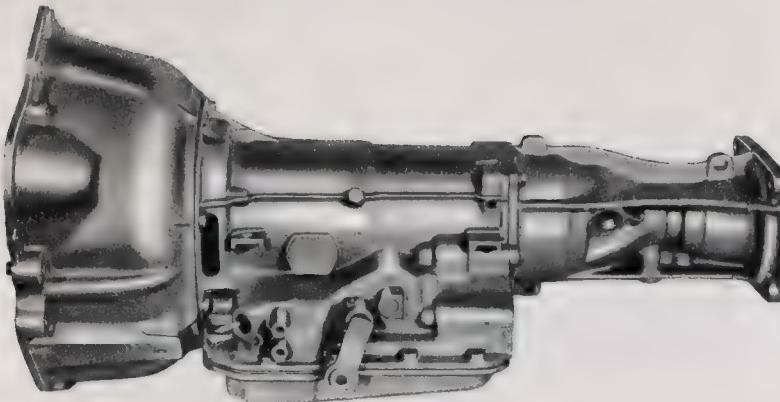
Rambler's unique Shift-Command Flash-O-Matic transmission is optional on all models for '65 powered by the new 155-hp Torque Command 232 (two-barrel), plus both of the optional V-8's. Shift-Command, available on top-line models when equipped with slim-bucket seats and console, provides unusual controlability. The automatic transmission can function as a fully automatic unit for normal driving (by using "D" only), or can be manually shifted through three gear ratios for extra performance (by using "1", "2" and "D" positions).

The unique Shift-Command system offers the performance-minded driver all of the basic automatic transmission advantages, plus *direct* control for either up- or down-shifting, for maintaining acceleration or braking with engine power.

For V-8's in "D" range, a second gear start is provided with an upshift to third. For the 155-hp Torque Command 232 in "D" range, a full three-speed drive range is provided in that a first-gear start is followed with an upshift to second and then to third gear. For V-8's, with their higher horsepower and torque available, first gear is not as essential to achieve a high rate of acceleration from a standstill.

With Shift-Command, V-8 engines are equipped with added inner valve springs to dampen and control valve action at high RPM's.

A handsomely-styled console bezel-plate at the base of the shift lever, with lighted quadrant, identifies Flash-O-Matic. The chrome shift lever has a generously-sized chromed knob shaped like a cone for good hand control.



The console-mounted stick-shift quadrant is marked as follows:

WITH V-8 ENGINES

Park.....
Reverse.....
Neutral.....
2nd gear start, upshift to 3rd gear.....
2nd gear start, no upshift.....
1st gear only, no upshift.....

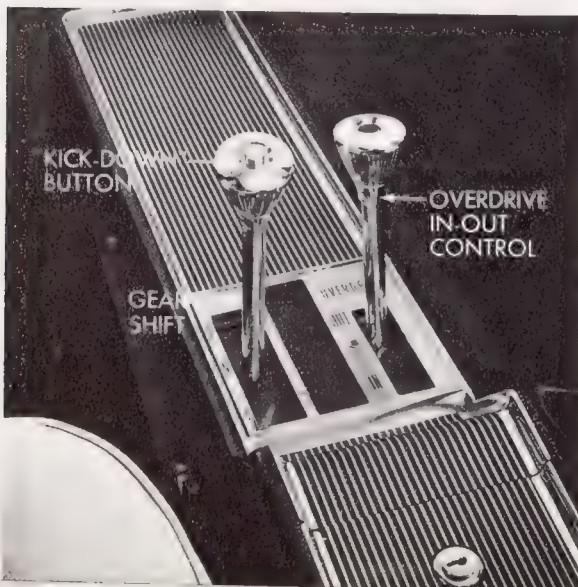
WITH 155-HP TORQUE COMMAND 6

P.....	Park
R.....	Reverse
N.....	Neutral
D.....	1st gear start, upshift to 2nd, then 3rd gear
2.....	2nd gear start, no upshift
1.....	1st gear only, no upshift

NOTE: This change for the "D" range with the 155-hp Torque Command engine is made to provide a higher rate of acceleration from a standstill since 1st gear is utilized. This is not essential for V-8 models due to the considerably higher power available.

EXCLUSIVE “TWIN-STICK FLOOR-SHIFT”

Unique overdrive transmission offers economy and flexibility to provide 5 progressive forward speeds plus quick-action floor shifting with instant-overtake feature

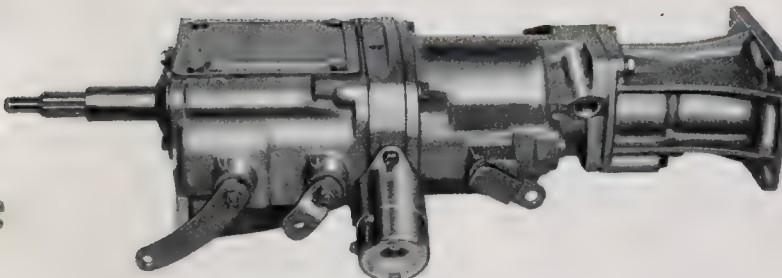


Rambler's exclusive "Twin-Stick Floor-Shift" transmission is a *special* overdrive system that provides 5 progressive forward speeds. This option is available on top-line models equipped with the optional bucket-seat-console. The gear shift is located on the console with the overdrive in-out control lever next to it. Five closely-spaced progressive ratios with a high second gear ratio in the transmission offer maximum flexibility in selecting engine speeds to meet a wide variety of driving situations. The second gear ratio for this floor-shift transmission is changed for more equal ratio spacing. On "195.6" Americans, the second-gear ratio is changed from 1.63 to 1.91:1; on Torque Command "232's" and "287" V-8's, from 1.55 to 1.83:1; on "327" V-8's, from 1.59 to 1.86:1.

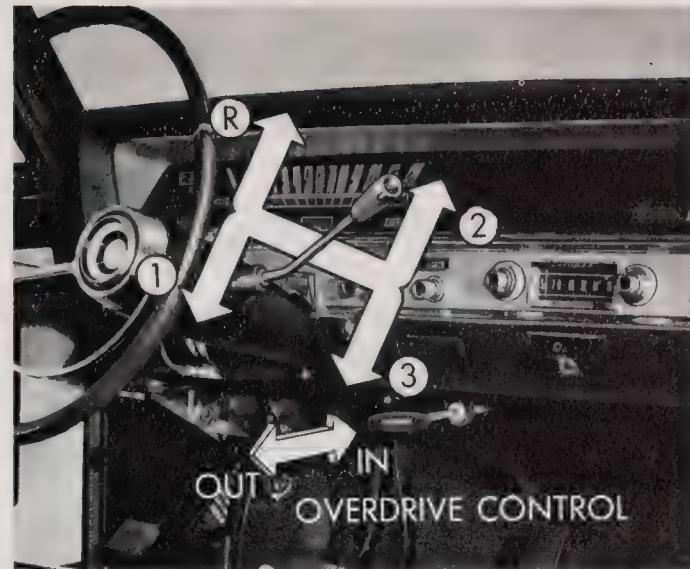
Gear shift travel is held to a minimum for quicker, more positive shifting action. On top of the gear shift lever, a spring-loaded button permits instant-overtake from Overdrive to direct gear. The throttle does not actuate kick-down, as on regular overdrive. Like regular overdrive, however, the in-out lever should not be moved from "IN" to "OUT" unless the car is operating in direct gear or at a standstill. The console plate has shift positions identified, plus an amber signal light to indicate overdrive engagement.

OVERDRIVE TRANSMISSION

for top economy



Optional Overdrive is an added gear-box at the rear of the conventional three-speed manual transmission providing an additional selection of forward gear ratios. This results in an optimum "cruising" ratio for top fuel economy. The function of the overdrive is to reduce engine speed in relation to car speed. By providing an extra high-gear ratio, engine speed is reduced by 30%, assuring higher gasoline and oil economy with less engine noise and wear.

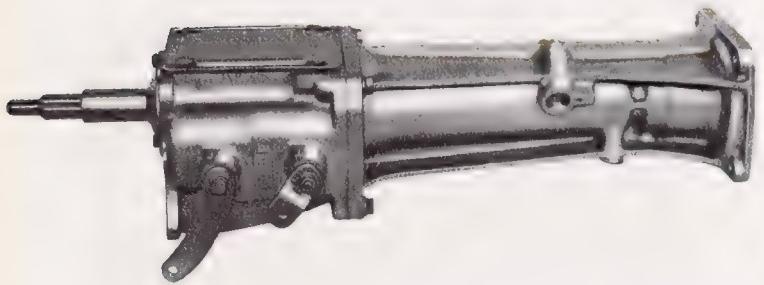


The overdrive in-out master control is located under the instrument panel. With the overdrive control "in" and car moving at 25-30 MPH or more, the shift to overdrive (in 2nd or 3rd gear) is made by momentarily releasing the accelerator.

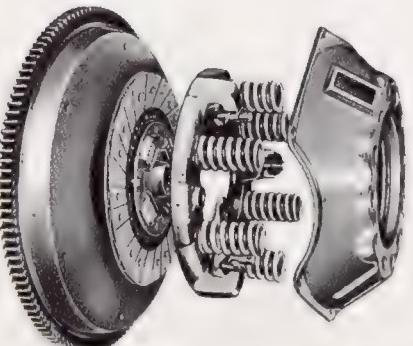
When operating in overdrive, return to conventional third speed is accomplished by depressing the accelerator to the full limit which operates electrical controls to effect the shift to third. When pedal is released, the shift back to overdrive is made automatically if car speed is above 25-30 MPH.

MANUAL 3-SPEED TRANSMISSION

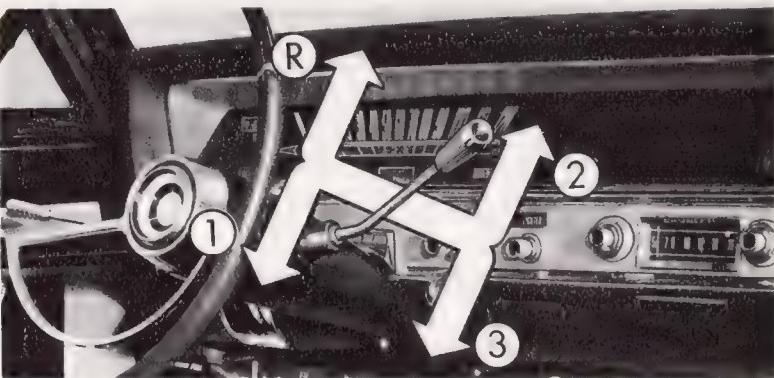
***simple... economical...
and easy to operate***



**easy-action
CLUTCH**

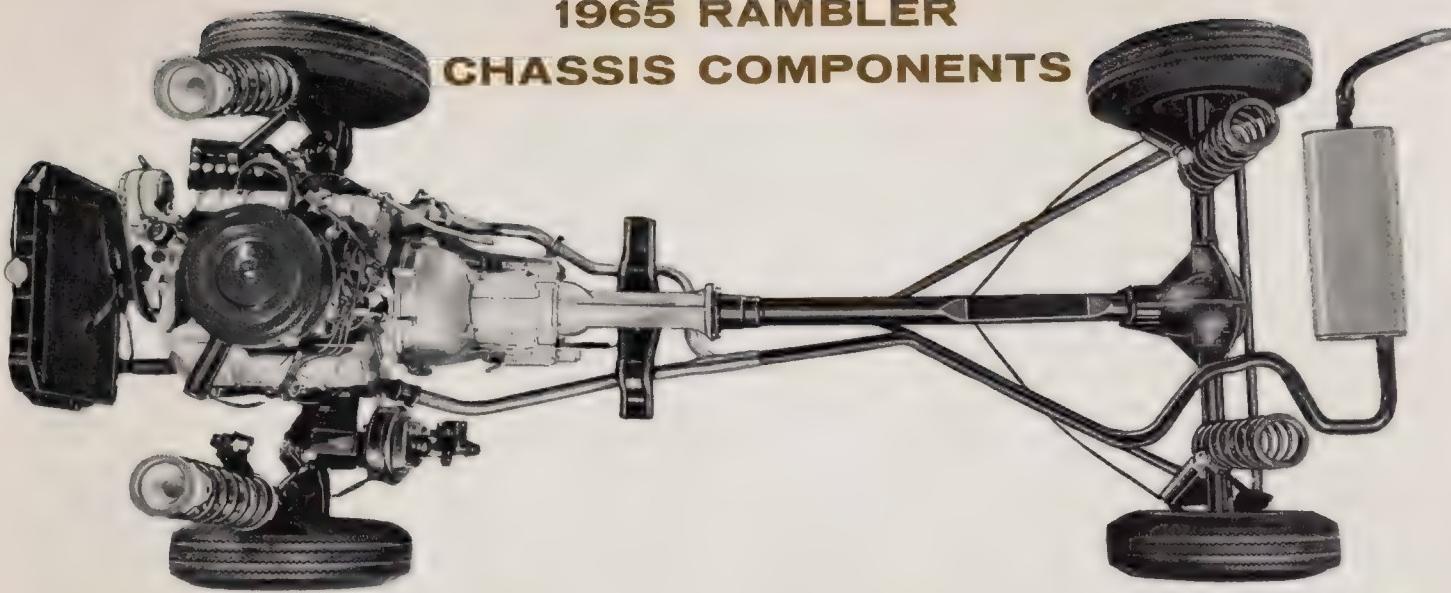


The conventional three-speed manual transmission is standard on all models. Known for durability and quietness, the transmission is easy to operate. Synchronized gearing (in 2nd. and 3rd.) prevents clashing. Super-finish cones provide easier, smoother shifting. Positive-alignment of mechanical linkage improves manual shifting action with the steering-column-mounted lever. Three different capacity manual transmissions are used to properly match the engine choices.



CLUTCH. Rambler's dry-disc single-plate clutch features a large diameter for greater capacity plus minimum pedal pressure with longer clutch-plate life. Clutch linkage features plastic bearing and sealed lubrication. An over-center helper spring reduces pedal effort. A felt pad lubricates the fulcrum points for the clutch cover levers to prevent squeaks. Heavier-duty clutches are special options.

1965 RAMBLER CHASSIS COMPONENTS



CLASSIC-AMBASSADOR

Rambler Classic and Ambassador models feature four-coil-spring suspension plus exclusive Torque-Tube driveline. With road-sure stability, the full coil-spring suspension creates a luxury ride that rivals even the most expensive cars. The rugged V-8 chassis arrangement is illustrated.

AMERICAN

Rambler American models feature Deep-Coil front suspension, patterned after the Classic Ambassador. This feature is combined with American's multi-leaf rear springs. The result is great stability and durability, long service life and a really smooth ride for the compact economy king. The 32,000-mile (or 3-year) chassis lubrication applies to all models including the American.

ROAD-COMMAND FRONT



Rambler's smooth-action front suspension is based on the high-mounted, Deep-Coil spring principle. The suspension design features a single lower control arm with outer ball joints and a rear-facing radius rod. Suspension components are designed for normal lubrication every 32,000 miles or 3 years, whichever occurs first. Under severe dust or wet driving conditions, lubricate as often as 12,000 miles or 1 year.

This unique suspension system is integrated into the front-end inner body structure for maximum stability and absorption of road shock. The secret of Rambler's suspension effectiveness lies in the location of the widely spaced deep-coil springs above the center of gravity. As in the landing gear of an airplane, upward forces are absorbed directly into the body structure. "Sea leg" mounted shock absorbers control spring action for a smooth and stable ride. Coil springs at all four wheels (Classic and Ambassador) are mounted on insulated rubber pads (top and bottom) for a quieter ride. And, Americans' rear leaf springs also have special rubber mountings.

The wide base front tread adds to greater stability, and the precise steering geometry means superlative handling and steering. These advantages, with Road-Command suspension, a 112" wheelbase for Classics and 116" for Ambassadors (106" for Americans) plus excellent weight distribution, assure superior ride, roadability and "cornering."

Classic V-8's and all Ambassadors have a front sway stabilizer bar and reinforced front side sills to compensate added weight.

Classic &
Ambassador

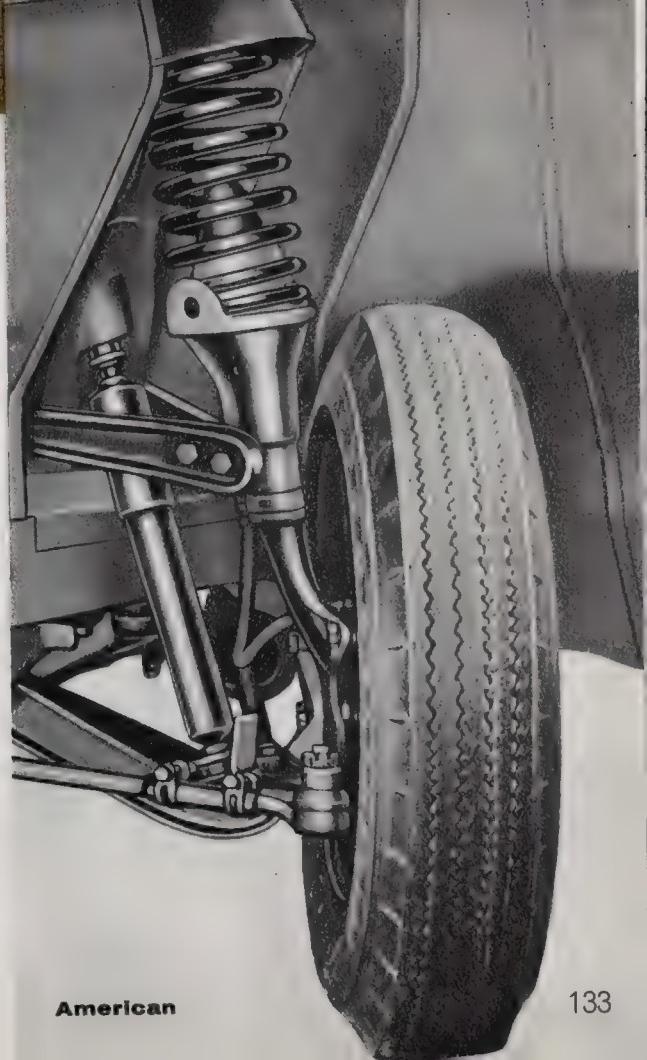
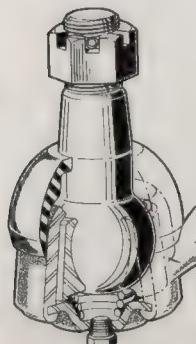
SUSPENSION IN ALL MODELS!

An important mechanical feature for the American is Road-Command front suspension in conjunction with leaf-spring rear suspension. Front and rear suspension features are combined with the 106" wheelbase, wide tread, and wide-rimmed wheels to provide; (1) a smooth ride, (2) stability, (3) 32,000 mile (or 3-year) chassis lubrication plus, (4) durability for long service life.

The American front suspension, patterned after the Classic-Ambassador, features the single lower control arm with an outer ball joint plus a rear-facing, angled radius rod. The double upper control arms are also used, but the American has a unique feature with the upper trunnion design that incorporates molded rubber bushings, in place of metal-to-metal bearings on the Classic-Ambassador (see next page).

LUBED-FOR-LIFE TIE-RODS

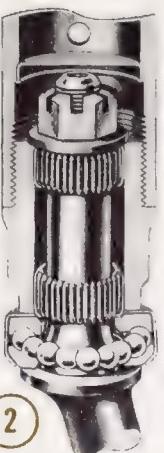
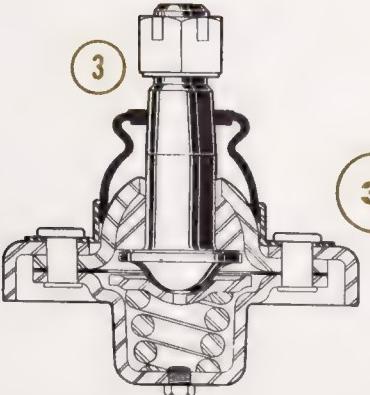
All Rambler models have steering linkage tie-rod ends featuring pre-lubricated ball-joints with nylon inserts minimizing the necessity for lubrication. A plug fitting simplifies re-greasing at 32,000 miles or 3-years (normally).



American



**new lower
ball-joint seal
for Classic
and Ambassador**



1.

UNIQUE "LUBED-FOR-LIFE" UPPER RUBBER BUSHINGS IN AMERICANS

Not another U.S. made car offers this unique Rambler American feature: rubber bushings in the upper trunnion design that permanently seal out dirt and seal in the lubricant applied at the time of assembly. Lubrication is *never* needed. In addition, since there's no metal to metal contact, the bushings provide remarkable sound-insulating and vibration-isolating qualities. Other advantages: free action under loading, so there is no binding under any driving conditions. And, since the bushings are rate-less (no built in tension or compression) steering effort and feel are improved.

2.

LOW-FRICTION UPPER BEARINGS

On Classic V-8's and all Ambassadors, the steering knuckle forging pivots on three anti-friction bearings—a ball thrust bearing and twin needle bearings. On Classic 6 models, a ball thrust bearing and two bronze bushings are used. The ball thrust bearing is also used on Americans. Normal relubrication is required at 32,000 miles or 3 years.

3.

LOWER BALL-JOINTS for ALL

On all models, the steering knuckle forging and lower control arm are joined by a special ball-joint type union that requires normal relubrication at 32,000 miles or 3 years. A newly designed "boot-type" seal replaces the previous "sliding-type" seal for the lower ball joint on Classic and Ambassador models. Totally enclosing the lower ball joint, the boot-type design seals out water and dirt more effectively, adding protection.

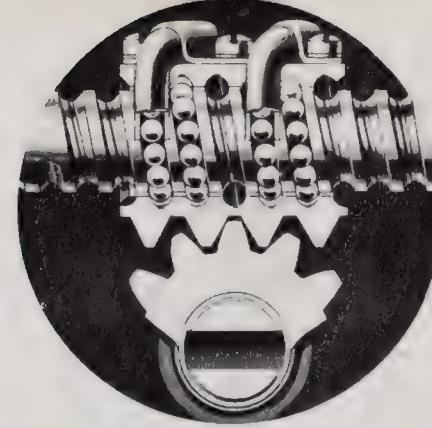
ROAD-COMMAND STEERING EASE

STEERING MECHANISM . . . On Classic and Ambassador models, the "recirculating-ball" Saginaw gear box minimizes friction, makes manual steering control exceptionally easy. A ball-nut is mounted on the steering worm, and all steering action is accomplished via ball bearings rolling freely in mating races between the nut and worm. Steering adjustment is minimized since the mechanism retains a relatively constant setting, operating in a rugged, one-piece housing with reinforced mounting for greater rigidity.

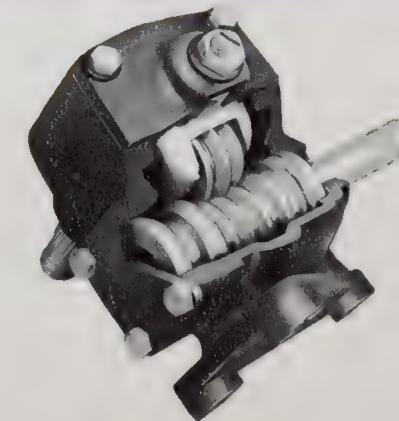
Featured on American manual-steering models, the Gemmer steering gear box assures quick, light-touch response. A straddle-mounted pitman arm shaft is located at the bottom of the gear box to reduce bearing loads most effectively.

Manual steering ratios are designed for maximum steering ease. Power steering ratios are selected for precision and accuracy as well as quickness of response with a minimum number of wheel turns. The ratios are listed as follows:

	Manual Steering		Power Steering	
	Gear Box	Overall	Gear Box	Overall
American	24.0:1	29.0:1	17.5:1	21.2:1
Classic & Ambassador	24.0:1	28.35:1	17.5:1	20.8:1



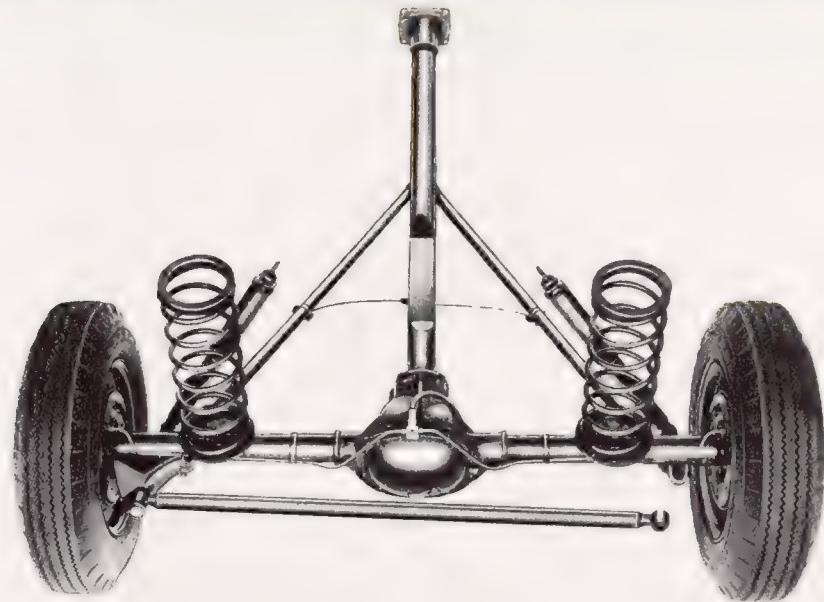
CLASSIC & AMBASSADOR



AMERICAN

REAR "DEEP-COIL" SPRINGS IN CLASSIC AND AMBASSADOR

All Rambler Classic and Ambassador models utilize frictionless "Deep-Coil" springs on all four wheels. This use of coil springs on the rear gives these Ramblers riding characteristics that cannot be equalled by other cars in its price class. The combination of coil springs and torque tube drive permits the rear springs to perform more effectively the specific function of load carrying and bump absorbing. Coil springs, mounted on rubber pads, reduce maintenance costs since there is no wearing contact in the spring. For special needs, heavy-duty rear springs and shock absorbers are available at low extra cost.



Classic 6 assembly is shown. On V-8 models, the system is basically the same except for heavier component parts.

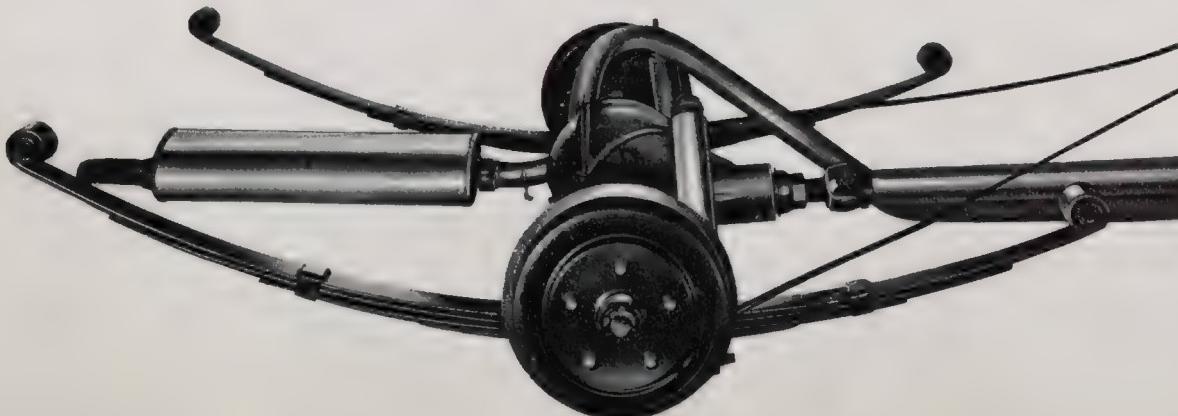
For all models, advances in design, manufacturing and quality of vital components within the rear axle result in quieter operation and improved service life.

LONG REAR LEAF SPRINGS IN AMERICANS

The rear leaf springs in Americans are a full 52" long for maximum spring action and riding comfort. The multi-leaf springs feature butyl-rubber center liners and polyethylene tip liners between the leaves. The standard springs for sedans, hardtops and convertibles have four leaves with a deflection rate of 91 lbs. per inch. The station wagon springs, also used for other body styles as a heavy-duty option, have five leaves with a higher deflection rate of 102 lbs. per inch. "Silentbloc" rubber bushings, with a low torsional rate, are used in the front mounting.

The rear end of the spring is mounted with compression shackles.

A degree of "understeer" is designed into the rear suspension to increase ease of handling. This is accomplished with the semi-elliptic springs mounted in a downhill manner (rear of spring higher than the front). The axle is mounted off-center, or farther forward on the wide-spaced springs to produce a stiffer front section. This reduces spring wrap-up (distortion) which helps minimize rear-end squat during rapid acceleration, and lift during braking.



EXCLUSIVE TORQUE-TUBE DRIVE IN CLASSIC AND AMBASSADOR MODELS

TORQUE TUBE

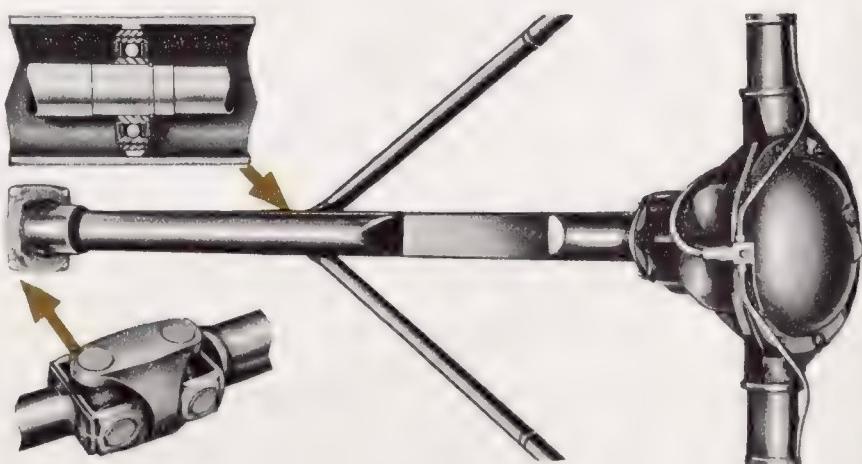
The Rambler power train combines torque tube construction and rear coil springing into an integrated design. The torque tube is secured to the transmission and rear axle forming a rigid unit in which all moving parts, including the propeller shaft, are completely enclosed and protected from stones, dirt, and water. Diving or squatting is minimized when braking or accelerating. Torque tube construction and rear coil springs combine to give a luxury car ride without equal in Rambler's price class.

SPECIAL UNIVERSAL JOINT

For Classic V-8's and all Ambassadors, a special double-universal joint is used between the drive shaft and transmission, replacing the single-pivot universal. This constant velocity joint permits smooth, vibration-free power transfer through a greater angularity due to the V-8 engine position, and the longer wheelbase Ambassador. Classic-6 models use a single-axis universal joint to accommodate the drive-line geometry.

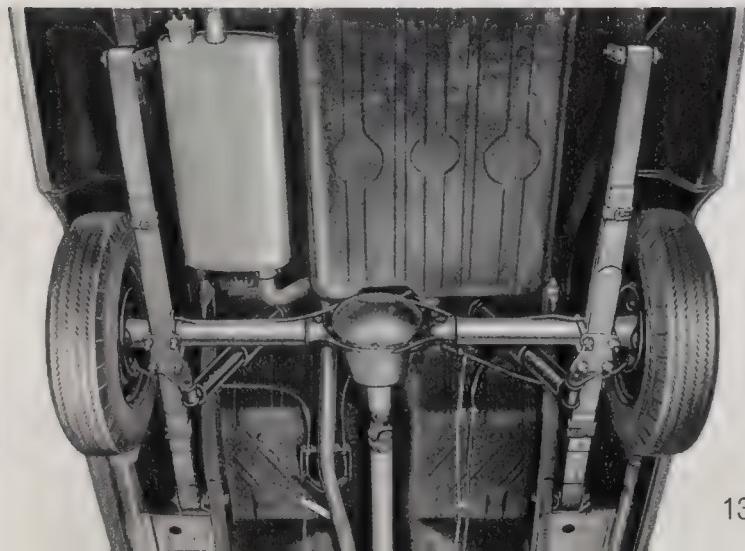
DRIVE SHAFT

On Classic 6 models, a torsional vibration damper is assembled directly to the prop-shaft to pinion-shaft union. This eliminates "g-string" vibration noise induced in prop-shaft by rear axle gears during initial mileage. The Classic 6 drive shaft of solid steel with a pre-lubricated, rubber-mounted, center ball bearing is used with all transmissions. Classic V-8's and all Ambassadors utilize a combination tubular (front) and solid (rear) shaft, plus a center ball bearing.



HOTCHKISS DRIVE IN AMERICAN MODELS

The Rambler American's Hotchkiss type drive cushions the drive through the rear leaf springs by permitting rear wheel forces to rotate the rear axle slightly. An open propeller shaft is used and is provided with universal joints to accommodate the necessary freedom of axle movement. The propeller shaft is equipped with a sliding joint to allow rear axle rotation and vertical movement.



139

FRONT WHEEL BEARING PRECISION ADJUSTMENT

A 12-sided vernier-locking-cap fits over a plain-top hex-nut and is cotter-pin-locked to the single-hole spindle. This permits finer adjustments in 22½-degree increments for long front-wheel-bearing life. The pair of tapered roller-bearings for the front wheels are packed with a high-quality, long-life lubricant having a recommended repack-&-adjust interval of 24,000 miles (rear does not require re-pack unless dismantled for other service). A tight-fitting dust-cap covers the spindle end and adjusting nut.



HEARTIER REAR AXLES FOR ALL MODELS

New manufacturing facilities have improved the overall quality, dependability and quiet operation of the rear axle assembly. The rear axle gears for all V-8 models plus Classic and Ambassador models with the seven-main-bearing "232" engine will be "double-lapped" for 1965. The remaining American models, with the 195.6 cubic-inch engine, will use rear axle gears with an improved "swing-lapped" procedure. These improved manufacturing techniques precisely mate the hypoid gears and pinions together, as a matched pair, to function more smoothly and quietly under all operating conditions.

The detail changes made for the rear axle on models with the "232" engine and V-8 engine are as follows,

- The drive pinion is improved with "rolled" splines: new bearings, a collapsible spacer and stake nut, plus an increased face width for the gear teeth.
- The ring gear is improved with an increased face width for the gear teeth plus an increase in the cross-sectional area of the gear teeth.
- The rear axle housing is also improved with a stronger cover attached with more screws plus a pre-compressed gasket. Also, an improved breather system is used plus an improvement in wheel bearing alignment.

"Twin-Grip" differential is again offered as a factory-installed option.

***perfectly mated
ring gear
and pinion***



AMERICAN --- REAR AXLE RATIOS --- CLASSIC & AMBASSADOR

90 HP 196 L-HEAD ENGINE on 220 and 330 Sedans and Wagons:

Rear Axle Ratio			
Tire	Transmission	Std.	Opt.
14"	Standard	3.08	3.31
15"	Standard	3.31	3.78
14"	Overdrive	3.78	None
15"	Overdrive	3.78	4.11
14"	Automatic	3.31	None
15"	Automatic	3.31	None

125 HP 196 OHV ENGINE on Sedans and Hardtops:

14"	Standard	2.73	3.08
15"	Standard	3.08	3.31
14"	Overdrive	3.08	3.31
15"	Overdrive	3.31	3.78
14"	Automatic	2.73	3.08
15"	Automatic	3.08	3.31
All	Twin-Stick	3.78	None

125 HP 196 OHV ENGINE on convertible and wagons: TWO-BARREL CARB. 196 OHV ENGINE & AIR CONDITIONING, all models:

14"	Standard	3.31	None
15"	Standard	3.78	None
14"	Overdrive	3.78	None
15"	Overdrive	4.11	None
14"	Automatic	3.31	None
15"	Automatic	3.31	None
All	Twin-Stick	3.78	None

155 HP TORQUE COMMAND "232" (2-Bbl.), Opt. on Americans:

(Automatic only, column-shift or floor-shift)	
All	Automatic

Pinion & Ring Gear Teeth (for the above ratios):

2.73:1 .. 15/41	3.08:1 .. 13/40	3.31:1 .. 13/43	3.78:1 .. 9/34
2.87:1 .. 15/43	3.15:1 .. 13/41	3.54:1 .. 11/39	4.11:1 .. 9/37

128 HP TORQUE COMMAND "199", CLASSIC 550:

Rear Axle Ratio			
Tire	Transmission	Std.	Opt.
14"	Standard	3.31	3.78
15"	Standard	3.78	4.11
14"	Overdrive	3.78	4.11
15"	Overdrive	4.11	None
All	Twin-Stick	3.78	None
All	Automatic	3.31	3.78

145 HP TORQUE COMMAND "232", CLASSIC 660, 770 & 770-H:

155 HP TORQUE COMMAND "232" (2-Bbl.), AMB. STD., CLASSIC OPT.:

Rear Axle Ratio			
Transmission (with all tires)	Std.	Opt.	
Standard	3.15	None	
Overdrive	3.54	None	
Twin-Stick	3.54	None	
Automatic, Column-Shift	3.15	None	
Automatic, Floor-Shift (155 HP Only)	3.15	None	

198 & 270 HP V-8 ENGINES, Opt. on all CLASSIC & AMBASSADOR models:

Standard	3.54	None
Overdrive	3.54	None
Twin-Stick	3.54	None
Automatic, Column-Shift;		
198 HP 287 Cu. In.	2.87	None
270 HP 327 Cu. In.	3.15	None
Automatic, Floor-Shift;		
198 HP 287 Cu. In.	3.15	2.87
270 HP 327 Cu. In.	3.15	None

SHOCK ABSORBERS

The shock absorbers are mounted in a "sea leg" (inverted "V") position at front and rear for lateral stability. Shock absorbers are of the hydraulic, two-way direct-acting type to control spring action accurately over all road irregularities. The front shocks feature a built-in rebound system eliminating separate bumpers for less "bottoming" over severe bumps. Shocks feature induction-hardened piston rods and heat-treated rod guides. For greater durability, the piston-rod diameter is $\frac{1}{2}$ ". A high index oil, less subject to congealing, is used for sure performance under all conditions. Rubber grommets for both upper and lower mounting of front shock absorbers improve snubbing action and durability. Heavy-duty shocks, or shocks and springs are low extra-cost options.

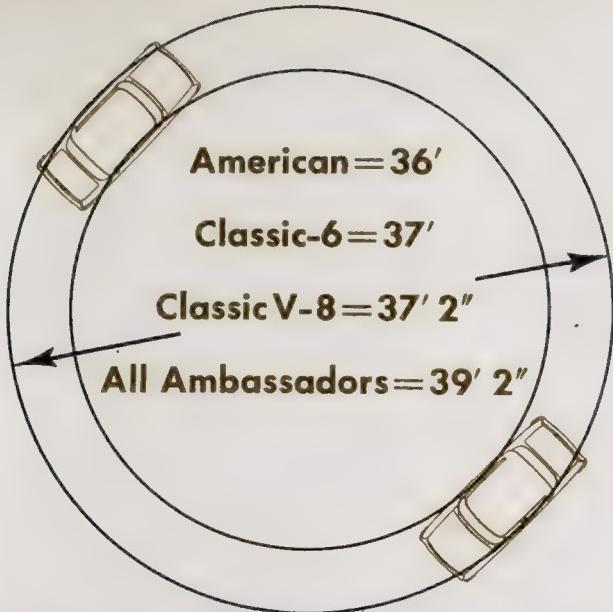
HEAVY-DUTY SUSPENSION COMPONENTS

To meet specialized driving and load-carrying requirements, heavy-duty components are offered for the front and rear suspension. Heavy-duty shock absorbers, or heavy-duty springs and shock absorbers are again offered as low-cost factory options for all models (see "Equipment Section" chart). These options are also desirable for trailer hauling.



FRONT SUSPENSION SWAY BAR

For 1965, with the new longer wheelbase Ambassador, the front suspension sway bar is used for the new six-cylinder Ambassador models in addition to all V-8's (including the Classic V-8) to compensate for added weight. The torsion bar action of the sway bar improves handling characteristics by controlling body-roll action on sharp curves.



TURNING DIAMETER

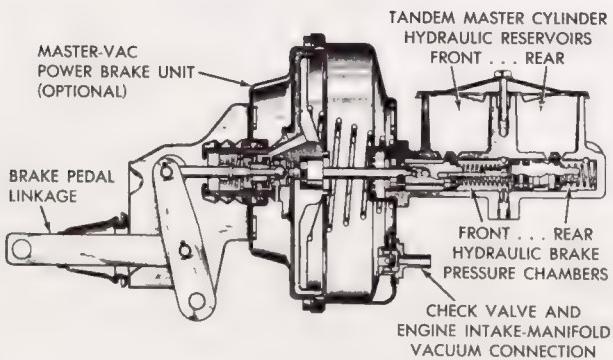
Sensible exterior dimensions coupled with excellent turning diameters result in optimum handling ease and minimum parking space. For the 106" wheelbase American, the turning diameter is only 36 feet (same as 1964) and still remains the *best* of any U.S.-built car. For the 112" wheelbase Classic-6 and V-8, the turning diameters are again 37 feet and 37' 2" respectively (same as 1964) . . . better than most other cars. For the 1965 Ambassador 6 and V-8, with the new longer 116" wheelbase, the turning diameter is 39' 2", which is exceptionally good for this size of car.

ROAD CLEARANCE

The minimum road clearance dimension for all 1965 models is 6" which exceeds the industry average of other cars. This minimum clearance dimension is most adequate to allow all Rambler models to negotiate ordinary rough terrain conditions. As a matter of information, the minimum road clearance dimensions are based on a normal design load which consists of five 150-pound passengers (300 lbs. in front, 450 lbs. in rear), and includes a full complement of gas, oil and water plus spare tire and tools.

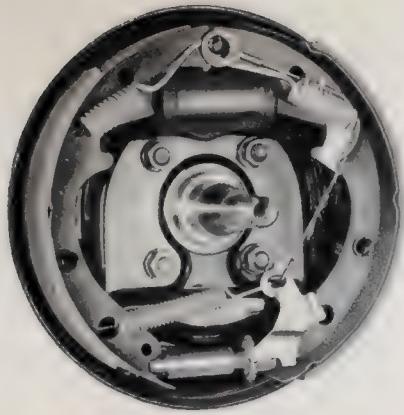


DOUBLE-SAFETY BRAKE SYSTEM

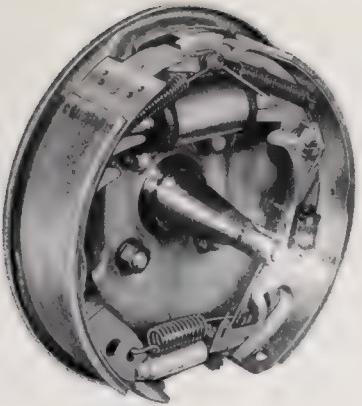


The unique Double-Safety Brake System, featuring a tandem hydraulic master cylinder and Self-Adjusting Brakes, are standard on all '65 Rambler models. Master Vac power brake is an added option. The unique tandem master cylinder features 2-bolt mounting, stop-light switch mounting provisions and other desirable details.

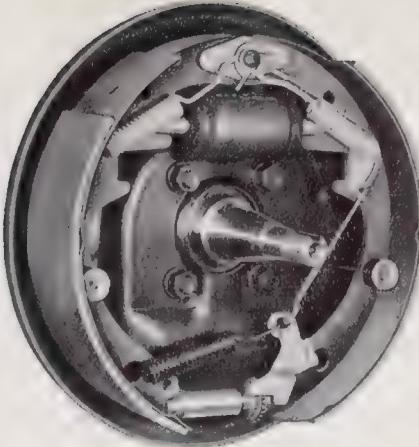
This standard brake system, produced by Bendix, provides a double margin of safety in the event of a hydraulic failure since the hydraulic system for the front brakes is completely separate from the rear brakes. In the event of hydraulic brake failure in the front, the rear hydraulic brakes still operate, and conversely, with a failure in the rear brakes, the front brakes are still operable. In either event, the braking ability is reduced to a point that the driver would be aware of a malfunction. Hydraulic failure with conventional brakes leaves the driver with no brakes at all except for the hand-parking brakes which are not designed primarily for stopping a moving car. Similar dual systems are offered by Rolls-Royce, Jaguar, and Cadillac, plus as a "copied" feature on Lark as well as a Corvette option. This is further evidence of Rambler's leadership.



Bendix 9" Dia. for American
139.5 Sq. In. Total Area



Wagner 9" Dia. for Classic 6
153.8 Sq. In. Total Area
(also American with "232" engine)



Bendix 10" Dia. for all V-8's
167.5 Sq. In. Total Area

ALL BRAKES ARE SELF-ADJUSTING

This feature is offered as standard equipment on all models. Correct operating clearance for the brake linings is maintained automatically by small increment changes in proportion to lining wear. The customary adjustment, periodically required on conventional brakes, is eliminated. The self-adjusting feature also aids safety in maintaining proper brake pedal travel during the service life of the bonded linings. The adjusting action, when required, occurs when applying brakes with the car in reverse motion.

**ALL-NEW DISK BRAKE OPTION FOR CLASSICS AND AMBASSADORS
DESCRIBED ON PAGES 170 AND 171 IN "EQUIPMENT SECTION."**



V-8 Cooling Flange Drums

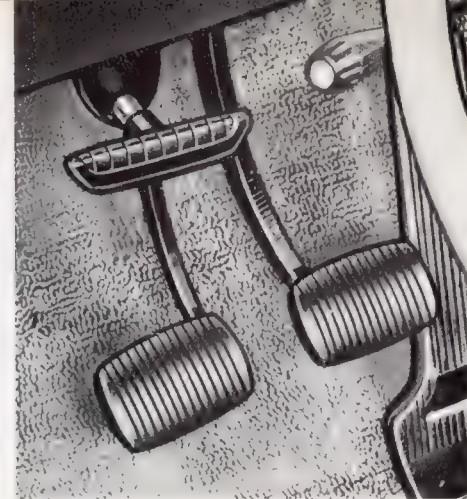
more BRAKE features

PARKING BRAKE WARNING LIGHT

This feature is part of the "light group" option (standard on 990-H). If the driver inadvertently fails to release the parking brakes before driving, the red warning light automatically turns on and remains flashing until the brakes are released. This feature ends needless abuse of rear brakes.



STEP-ON PARKING BRAKE, with new mechanism and release knob location, is featured in all Classic and Ambassador models.



PULL-TYPE PARKING BRAKE is standard in all American models. The geometry and linkage makes it easy to set parking brakes.

WITH BONDED LININGS

Both 6 and V8's feature full bonded brake linings to provide more usable lining life without the danger of scored drums. The 9" diameter Bendix brakes on Americans have a 139.5 sq. in. effective total brake lining area. Classic-6 Wagner brakes have an effective total area of 153.8 sq. in. with a 9" diameter (also used on Americans with optional "232" engine). Classic V-8 and all Ambassador models feature 10" dia. Bendix brakes with a lining area of 167.5 sq. in. and extra-wide cooling flange drums (new, larger wheel cylinder size for easier braking). The "servo-action" principle results in a self-energizing action which reduces pedal effort. The brake area to car weight ratio is most favorable.

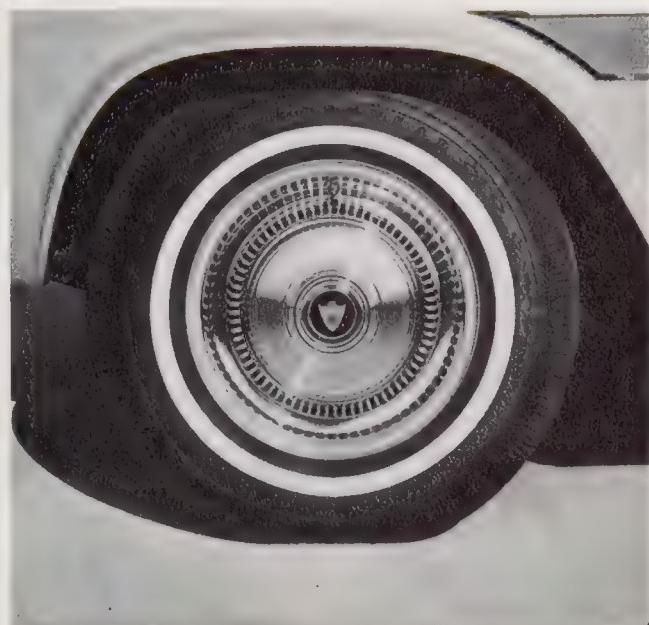
STURDY WHEELS with WIDE RIMS

WHEELS . . . Sturdy disc wheels made from heavy-gage steel are provided with smooth rims which have air-tight disc-to-rim connections to insure safe mounting of the tubeless tires. The disc wheels are mounted with five nuts to evenly absorb the static and dynamic loads. Wheel nuts with right-hand threads are used on all models.

To assure stability on American models, the standard 14" wheels with wide 4½" rims are used on sedans, hardtops and convertibles. All American wagons use 5" rim-width wheels for extra stability with heavy loads. American models with the new optional "232" engine are equipped with the 5" rim-width wheels. The rim-width of the optional 15" American wheels is also 5".

Classic-6 models use a 5" rim width for the standard 14" wheel and optional 15" wheel. Classic V-8 and all Ambassador models use a 14" x 5½" wheel for sure-footed stability.

WHEEL-TIRE BALANCING . . . Before leaving the factory, all wheel-tire assemblies are checked for static-balance, and balanced if necessary, to assure long tire life and a smooth ride.



NEW, IMPROVED TIRES for all series

For all three 1965 Rambler series, new low-section-height tires are featured. The new tire design increases load-carrying capacity and improves overall tire performance. The tread has a new contoured shoulder for improved, easier action of the tire in turns. Also, the new tire contributes to a quieter, smoother ride. The

newly-developed tires are designed with a low-section-height, and therefore have new tire-size designations. For example, the American 6.00 x 14 is replaced with a new 6.45 x 14 size. The new Goodyear "Power Cushion" and Goodrich "Silvertown 660" tires are used, and the sizes are as follows:

SERIES	1965 SIZE	1964 SIZE
AMERICAN, Std.	6.45 x 14	6.00 x 14
Opt.	6.95 x 14	6.50 x 14
Opt.	6.85 x 15	6.00 x 15
CLASSIC-6, Std.	6.95 x 14 (Except 3-Seat)	6.50 x 14 (Except 3-Seat)
Opt.	7.35 x 14 (Std. on 3-Seat)	7.00 x 14 (Std. on 3-Seat)
Opt.	7.35 x 15 (Except 3-Seat)	6.50 x 15 (Except 3-Seat)
CLASSIC V-8 and		
AMBASSADOR-6, Std.	7.35 x 14 (Also 3-Seat)	7.50 x 14 (Also 3-Seat)
Opt.	7.75 x 14 (Also 3-Seat)	None
AMBASSADOR V-8, Std.	7.75 x 14 (Also 3-Seat)	7.50 x 14 (Also 3-Seat)
Opt.	None	None
ALL V-8, Fleet Opt.	7.75 x 15 (Except 3-Seat)	7.10 x 15 (Except 3-Seat)
AMB.-6, Fleet Opt.	7.35 x 15 (Except 3-Seat)	None

In referring to the above, note that for Classic and Ambassador 3-seat wagons, *four* Goodyear "LifeGuard" tires will again be used (less spare), but in the new sizes. LifeGuard tires also continue as an option in sets of four or five tires on other Classic and Ambassador models (see next page).

"LIFEGUARD" SAFETY TIRES

standard on all 3-seat wagons

Goodyear "LifeGuard" safety tires are standard equipment in sets of 4 tires on 3-seat station wagons, and optional at extra cost on other Classic-Ambassador models in sets of 4 or 5 tires.

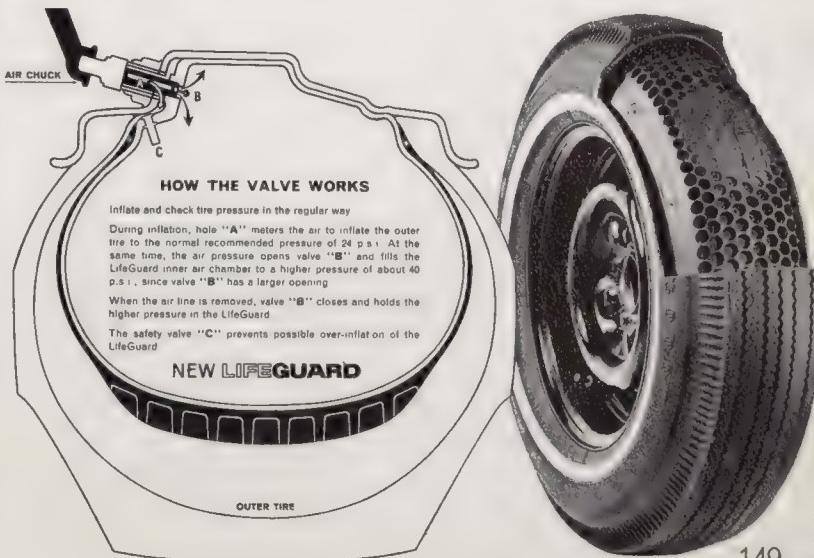
Classic 6.....	7.35 x 14 Standard
Classic V-8 & Amb. 6.....	7.35 x 14 Std., 7.75 x 14 Opt.
Ambassador V-8.....	7.75 x 14 Standard

Each tire has a built-in spare tire. The outer tire is of premium-quality construction. The inner tire, which acts as a safety air chamber, has a honeycomb-patterned tread, plus a tube chamber. In the event of outer tire injury, causing pressure loss in the outer air chamber, the inner tire carries the load. In such event, the unique "Safety Signal," a built-in flat spot on the tread of the inner tire, will produce a thump or vibration warning the driver that repair service is required and to proceed at speeds under 40 MPH. This Safety Signal is an exclusive (patented) safety feature for the LifeGuard tires.

A unique air valve automatically fills both the outer and inner air chambers at the same time.

The inner chamber automatically receives a higher pressure of 40 psi, as the outer chamber is normally filled to 24 psi. This one-valve filling and automatic pressure differential action is another advantage for the LifeGuard tires.

These new LifeGuard safety tires will digest longer puncturing articles with less chance of damaging the inner tire, and if necessary, are easier to service and repair than the Captive-Air type. The LifeGuard tires carry a most liberal guarantee policy by Goodyear.



"24-24" NEW WARRANTY and extended mileage LUBRICATION & MAINTENANCE program

- For 1965, Rambler's new-car warranty extends 24 months or 24,000 miles, whichever occurs first (for original or subsequent owner).
- The 1,000-mile new car inspection, engine-oil and oil filter changes, are eliminated for 1965 with *full-flow* filters for *all* engines plus higher quality factory-fill engine oil.
- All Ramblers require engine-oil and oil filter change normally every 4,000 miles.
- Front suspension components require lubrication normally every 32,000 miles or 3 years, whichever occurs first. Under severe dust or wet driving conditions, lubricate as often as 12,000 miles or 1 year.
- DOWGARD® FULL-FILL® Coolant offers uniform and complete cooling system protection in both summer and winter. Boiling point is higher and freeze point is —40°F. No drain is required for 2 years. For 24 months or 24,000 miles, whichever occurs first, we shall absorb as a regular warranty obligation only that coolant which is supplied as a necessary replacement in conjunction with warranty repairs.
- The exclusive Ceramic-Armored muffler, exhaust pipe and tailpipe are warranted for 24 months or 24,000 miles, whichever occurs first.
- The Rambler POWR-GUARD 24 Battery is warranted for 24 months or 24,000 miles, whichever occurs first. Battery is designed to require water additions only 3 to 4 times per year normally.
- The cellulose-fiber carburetor air cleaner element requires cleaning normally every 4,000 miles and replacement every 24,000 miles. Cleaning of optional oil-bath air cleaner for L-head engine is 12,000 miles.
- All transmissions (including automatic) do not require drain and refill of lubricant.
- Rear axle lubricant does not require periodic drain and refill operation.
- Various mechanical components are designed to provide built-in lubrication, eliminating customary grease or oil servicing requirements.
- Repack interval for front wheel bearings is 24,000 miles. Rear wheel bearings never require repack unless dismantled for other service.
- Service Coupon Plan (in Owner's Manual) facilitates proper maintenance. Owner Identification Card assures quick, accurate servicing records.

For complete details, refer to 1965 Owner's Manual.

1965 RAMBLER

OPTIONAL EQUIPMENT

For 1965, Rambler offers an impressive array of popular extra-cost features . . . options that add a distinctive touch of luxury and convenience to the most advanced line of Rambler models American Motors has ever produced.

1965 RAMBLER

STANDARD EQUIPMENT

The famous Weather Eye Heating System, plus the electronic alternator for *all* models, are added to the long list of *standard* features.

Weather Eye Heating System ■ Column-shift 3-speed manual transmission ■ Turn Signals ■ Double-Safety Brake System, Self-adjusting brakes, bonded linings ■ Lustre-Gard Acrylic Enamel solid colors ■ Engine-oil filter, Full-flow ■ Fuel filters in tank and fuel pump ■ Windshield-wiper power-booster fuel pump ■ Anti-smog engine-vent system (regular type) ■ Cellulose-fiber carburetor air cleaner ■ Automatic choke ■ Heavy-duty lights ■ Front armrests ■ Rear armrests (exc. 220 and 550) ■ Dual sun visors ■ Cigarette Lighter (exc. 220) ■ Two front ashtrays (one on American models and 550) ■ Rear ashtrays (exc. 220 and 550) ■ Trunk or cargo floor covering ■ Floor carpeting (rubber on 220 and 550) ■ Front-seat foam cushion ■ Coil-spring seat construction, front and rear ■ Dome or side-pillar lights ■ Fresh-air ventilation ■ Non-retractable front-seat belts ■ Five tubeless blackwall tires (four Lifeguard tires standard with 3-seat wagon option) ■ Ceramic-Armored muffler, tailpipe and exhaust pipe ■ Station wagon Roof-Top Travel Rack (exc. 220 wagon) ■ Glove-box lock (exc. 220, 330 and 550) ■ Two coat hooks (exc. convertible) ■ Counterbalanced hood, trunk lid and tailgate ■ Rambler Powr-Guard 24" Intercell Battery (50-amp. on Sixes 60-amp. standard on all V-8's, and on Sixes with air conditioning; 70-amp. optional for all models) ■ 35-amp. electronic alternator and transistorized voltage regulator (40-amp. standard with air conditioning).

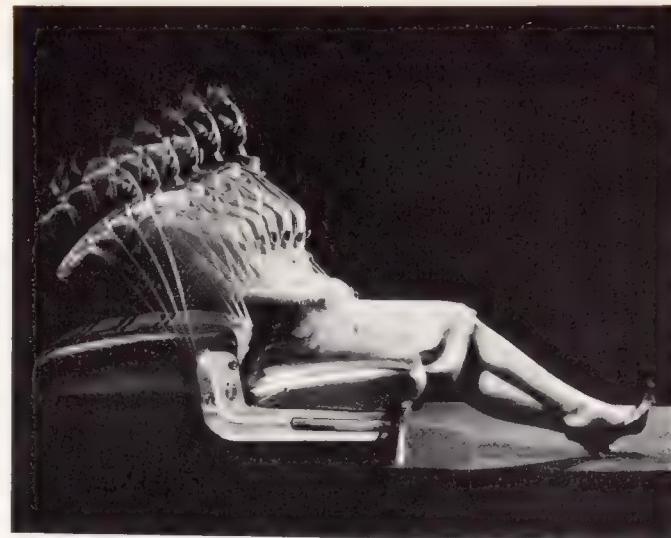
IMPROVED AIRLINER RECLINING SEATS...

Improved seven-position Airliner Reclining Seats, with full seat-cushion and divided seat-back, are optional on all models except "H" models (reclining bucket seats are standard on "H" models).

A total of seven seat-back positions are possible with the new "drum-type" mechanism as compared to five in 1964. With the finer increment of seat-back positions, the first reclining position is more usable as an alternate position for the driver (especially helpful on long trips). The all-new reclining mechanism has a new gravity-action principle for easier operation. With this new feature, the passengers need not push back on the seat-back to obtain a reclining position.

On two-door models, the reclining seat mechanism is so designed permitting the seat-back to be folded farther forward thus affording greater entrance room into the rear seat with less interference.

A new reinforcement, in the form of a tubular insert, is added to the outer lower end of the tubular seat-back frame where the reclining seat mechanism is attached. This new reinforcement will provide added assurance against the possibility of seat-back deflection or breakage when subjected to abnormally high loads.



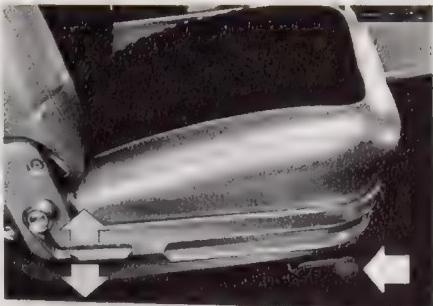
Each front seat-back is independently adjustable to seven positions. The seat-back may be lowered one position at a time by moving the control lever *up and down*, progressively to the desired position. The mechanism is designed to make it impossible to move the lever to lower the seat-back when the weight of the occupant is against the seat-back. The seat-back is easily raised without use of the lever by simply pulling the seat-back up to the desired position.

can be made into handy travel beds

Improved Airliner Reclining Seats (including individual and bucket) can be converted into handy travel beds. Removable bed supports (supplied to requesting owners by dealers, at no charge) are inserted in floor brackets, located adjacent to the rear seat cushion base, to support the reclined seat-back.

The front seat cushion is bolted in place on all models. There is a slight improvement in the full-down bed position since the cushion lines-up closer to the reclined seat-back. The reclining seat *cannot* be lowered to the bed position on any hardtop or convertible (except convertibles with slim bucket seats, and Classic convertible with wide bucket seats).

The use of bedding and pillows is a normal requirement to smooth-out seat contours for greater sleeping comfort. Dealer accessory air mattresses and window screens also enhance the bed feature.



MOVE UP & DOWN
TO RECLINE SEAT BACK



PUSH REAR TO
ADJUST SEAT



**RAMBLER offers the
WIDEST SELECTION
OF SEATS ...**

(bucket seats on page 156)



1

2 3



1 FULL-CUSHION, FULL-BACK (SPLIT-BACK ON 2-DOOR AND 990 4-DOOR), NON-RECLINING:

Standard Seat on 220, 330 and 440 (not available on 440-H).

Standard Seat on 550, 660 and 770 (not available on 770-H).

Standard Seat on 880 and 990 (not available on 990-H).

Fabric with Vinyl . . . Standard (not available on Convertible).

Porous-Vinyl . . . Extra-Cost Option (not available on Convertible, 990 and 990-H).

All-Vinyl . . . Standard on Convertible,

Extra-Cost Option on 440 Hardtop, 770 Hardtop, and 990 Hardtop, Sedan and Wagon.

2 FULL-CUSHION, SPLIT-BACK, RECLINING:

Extra-Cost Option Seat on 220, 330 and 440 (not available on 440-H).

Extra-Cost Option Seat on 550, 660 and 770 (not available on 770-H).

Extra-Cost Option Seat on 880 and 990 (not available on 990-H).

Fabric with Vinyl . . . Standard (not available on Convertible).

Porous-Vinyl . . . Extra-Cost Option (not available on Convertible, 990 and 990-H).

All-Vinyl . . . Standard on Convertible,

Extra-Cost Option on 440 Hardtop, 770 Hardtop, and 990 Hardtop, Sedan and Wagon.

3 INDIVIDUALLY ADJUSTABLE, SPLIT-CUSHION, SPLIT-BACK, RECLINING:

Extra-Cost Option Seat on 220, 330 and 440 (not available on 440-H).

Extra-Cost Option Seat on 550, 660 and 770 (not available on 770-H).

Extra-Cost Option Seat on 880 & 990 (not available on 990-H).

Fabric with Vinyl . . . Standard (not available on Convertible).

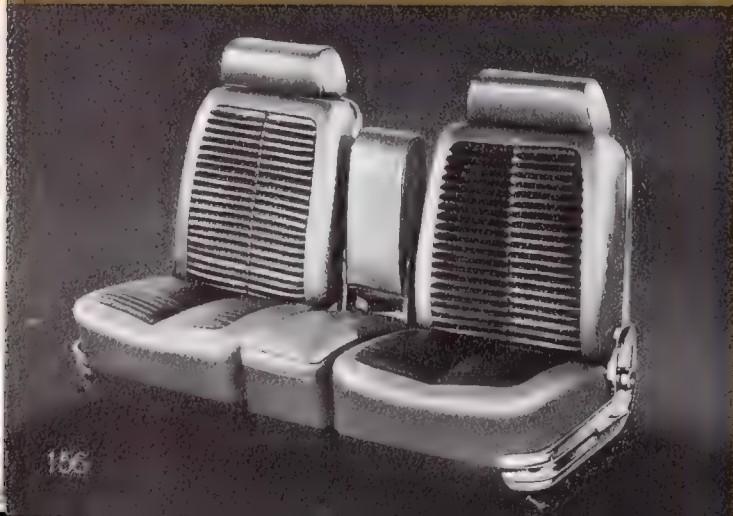
Porous-Vinyl . . . Extra-Cost Option (not available on Convertible, 990 and 990-H).

All-Vinyl . . . Standard on Convertible,

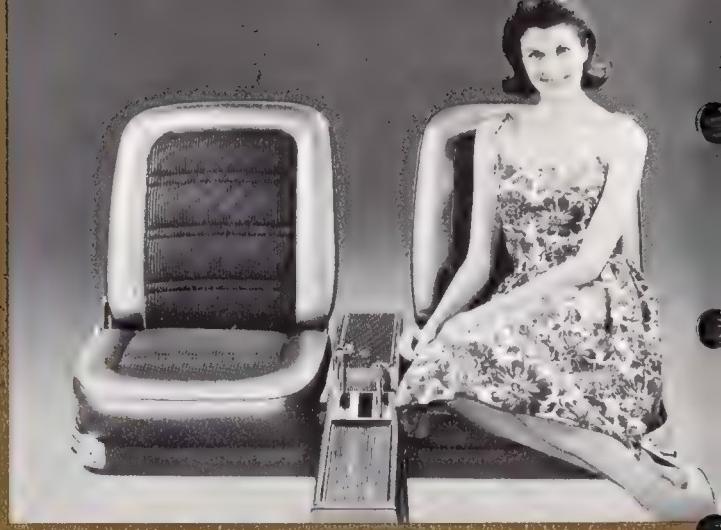
Extra-Cost Option on 440 Hardtop, 770 Hardtop, and 990 Hardtop, Sedan and Wagon.



4



6



5



7

4 WIDE BUCKET SEATS, RECLINING (NO CONSOLE):

Extra-Cost Option Seat on 440 and 770 only.

Standard Seat on 440-H and 770-H only.

Trimmed in "fabric with vinyl" or "all-vinyl."



5 SLIM BUCKET SEATS, RECLINING, PLUS CENTER CONSOLE:

Extra-Cost Option Seat on 440, 440-H, 770 and 770-H.

Trimmed in "fabric with vinyl" or "all-vinyl".

6 SLIM BUCKET SEATS, RECLINING, PLUS FRONT ARMREST AND SUB-SEAT CUSHION:

Extra-Cost Option Seat on 990 only.

Standard Seat on 990-H only, including *rear* armrest.

Trimmed in "fabric with vinyl", or "all-vinyl".

**Rear Seat Fold-Down
Center Armrest is an
Exclusive 990-H Feature**



7 SLIM BUCKET SEATS, RECLINING, PLUS FRONT ARMREST AND CONSOLE:

Extra-Cost Option Seat on 990 only.

Extra-Cost Option Seat on 990-H only, including *rear* armrest.

Trimmed in "fabric with vinyl", or "all-vinyl".

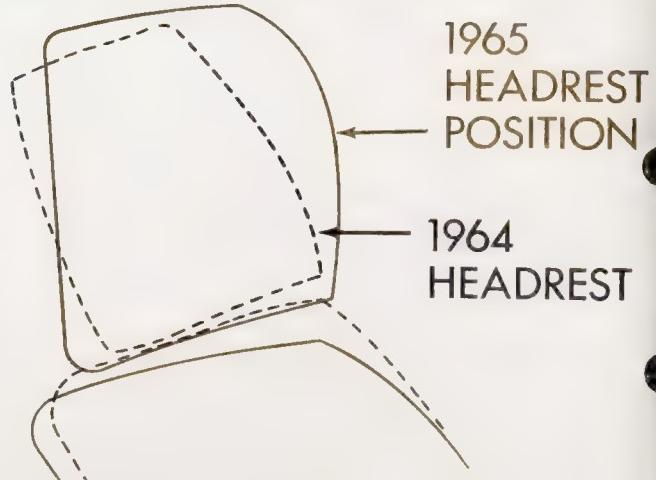
**New Flip-Down Seat
For Easier Entry**

IMPROVED HEADRESTS *for greater comfort and safety*

The improved adjustable headrests are reshaped and repositioned *farther forward* for greater comfort and support. The new headrest position is in close proximity to the head thus eliminating discomfort of neck strain. Front face of the headrest has a new smooth profile with thick foam padding, less the recessed center. Rear face has new construction details with added padding for greater safety to rear seat passengers. For 1965, all headrests are trimmed in all-vinyl regardless of seat trim. All-vinyl trimmed headrests are impervious to stains and therefore much easier to keep clean. Headrests are available singly or in pairs for all seats as an extra-cost option. Headrests are particularly comfortable when used with the reclining seat, and are useful in preventing neck injury due to rear-end collision. The vertically-adjustable headrests may be removed by pulling them out of the socket.

RAMBLER SEAT AWARD

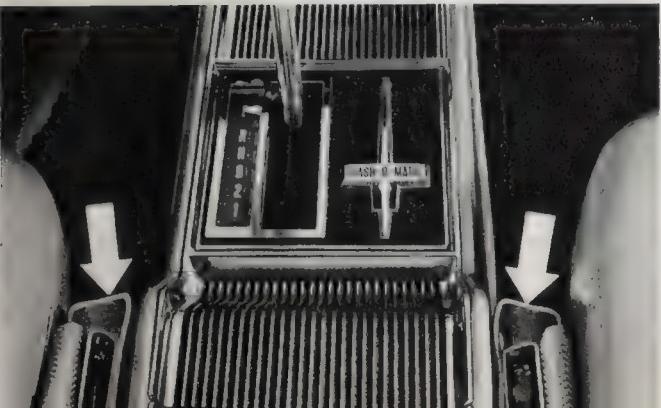
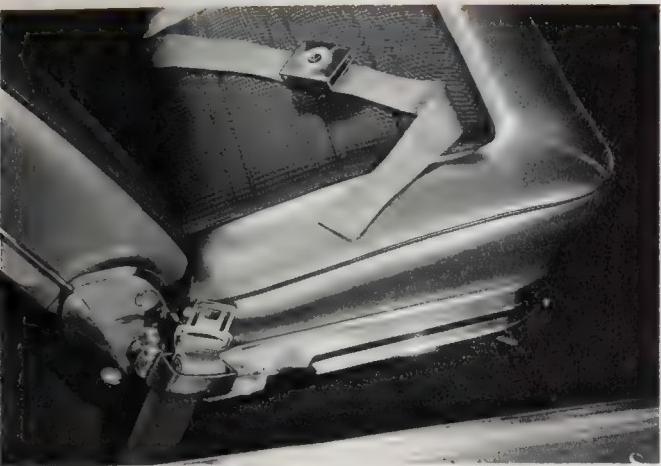
American Motors received a special citation from the Florida Chiropractic Association in 1962 "for pioneering in the development of postural seat design and the addition of optional headrests as a safety feature for the motoring public." The Association used X-Rays of passengers seated in Rambler and competitive-car seats to make the evaluations for their study. Today, Rambler continues to pioneer and lead the field in seat and headrest design.



**1965
HEADREST
POSITION**

**1964
HEADREST**

SEAT BELTS



Standard-Quality, Non-Retractable *front* seat belts are standard on all Rambler models (belt and buckle are color-keyed). Custom-Quality, Retractable front seat belts, with monogrammed (R) chromed buckles and plastic holster for the outboard retractable belt are an added-cost option. The same Custom-Quality belt, less retractor and holster, is available for rear and third seat, as a combination option with the Custom-Quality Retractable front seat belts.

The spring-loaded retractor device automatically rolls-up the outer belt when not in use into a plastic holster. This provides neat storage of the outer belt in a ready-to-use position, and prevents the belt from becoming misplaced or caught in the door. The holster is redesigned to provide greater clearance with the reclining seat handle.

On models equipped with slim bucket seats and console, new receptacles are added between the seat cushion and console to store the buckle end of the inner belt when not in use. The receptacle is for both the Standard-Quality, Non-Retractable belt and the optional Custom-Quality, Retractable belt.

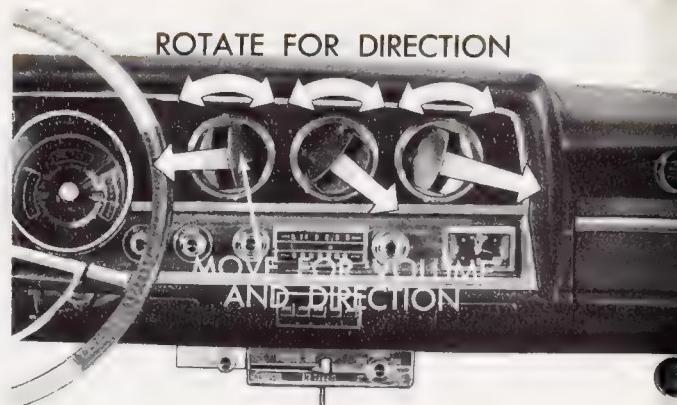
Quick-action, metal-to-metal buckles are used for all belts. Rambler-Hickok seat belts are made of long-wearing, all-nylon pebble-weave webbing, in a choice of 6 colors (5 new for '65). All belts exceed S.A.E. strength requirements. Custom-Quality belts are certified by the Underwriters Laboratories (UL).

ALL-SEASON AIR CONDITIONING ...

Rambler's optional All-Season Air Conditioning System for '65 is today's most advanced design. It offers super-efficient cooling in a highly-developed system that is designed into the body structure. Extensive road testing has proved that the system is more efficient under all conditions than all competitive makes—and at a low price.

The 3-port air discharge grille, mounted on the upper center of the instrument panel, is completely adjustable to provide both area or spot cooling in a most effective and efficient manner. An improved control panel for easier operation is mounted beneath the center of the instrument panel, and contains the adjustable thermostat and outside air control. The floor cooling control is mounted directly underneath.

All parts are forward of the instrument panel, and occupy a minimum of space. Fresh air is drawn in through the wide flush-type hood-level air-intake. Approximately 30% fresh air is admitted while the cooling system is functioning—the balance is recirculated and mixed by the big 3-speed blower. The heating and ventilating system utilizes 100% fresh air. For all operations, the outside air enters the hood intake, and is channeled thru the heater or air conditioning system. Water is removed by traps and passages. An air-inlet screen prevents clogging by tree leaves, etc.



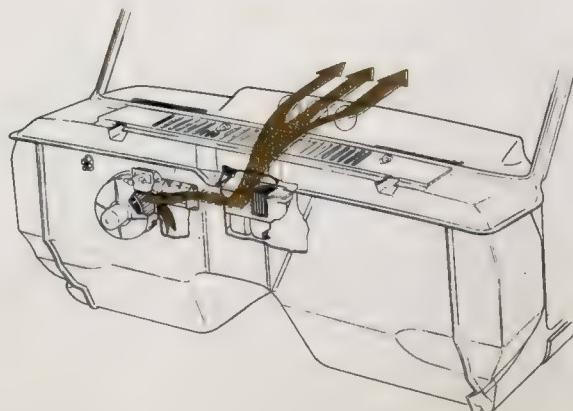
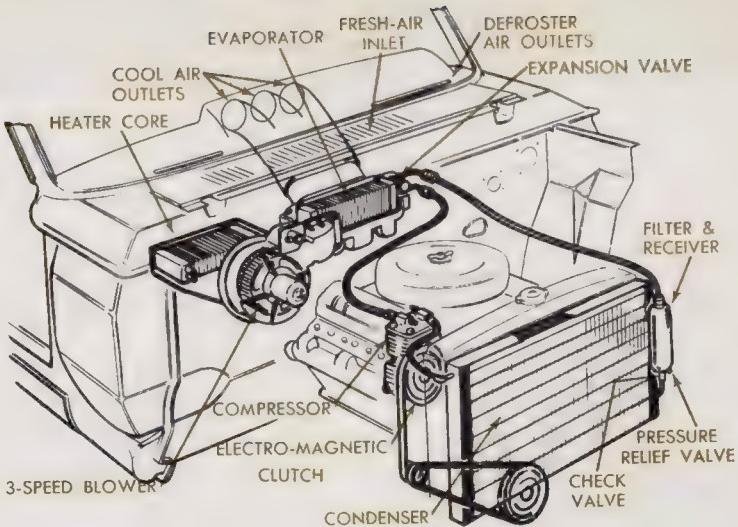
Adjustable Air Outlets



Improved controls, easier to understand and operate

FOR CLASSIC AND AMBASSADOR MODELS

- Independently adjustable air discharge ports can be directed for spot- or area-cooling. Grille can also be used to direct heat if so desired.
- Adjustable thermostat improves efficiency increasing cool air temperature range.
- Single 3-speed blower motor offers efficient cool-air circulation. Same motor provides 2-speeds for heater operation.
- Air passages are separate from heater, increasing cold air flow a full 10%.
- Horizontal air flow through evaporator core prevents water condensation build-up, and provides five-degrees cooler air.
- Aluminum compressor is high in efficiency, only $15\frac{1}{2}$ pounds—half the weight of cast-iron.
- Electro-magnetic clutch engages compressor only when needed.
- Heavy-duty engine cooling system is standard with factory-installed A.C.
- 40-amp alternator is a new standard feature with A.C. in place of the 35-amp standard alternator.
- 60-amp battery (std. on V-8's) is used in place of the standard 50-amp size for 6-cylinder models.
- Condenser and receiver outlets revised for easier installation and servicing.



ALL-SEASON AIR CONDITIONING...

Rambler's optional All-Season Air Conditioning System is available on all American models with the OHV 195.6 cu. in. engine, on which the two-barrel carburetor is included.

A major feature of the air conditioning system is the incorporation of the 3-port air discharge grille mounted on the lower center portion of the instrument panel. This 3-port design is patterned after the successful adaptation in the Classic and Ambassador models to provide both area and spot cooling. Each of the three ports is independently adjustable to effectively control the degree of opening plus direction. The 3-port grille can also be used to direct heat if so desired. Floor cooling controls are on each side of the air-outlet assembly.

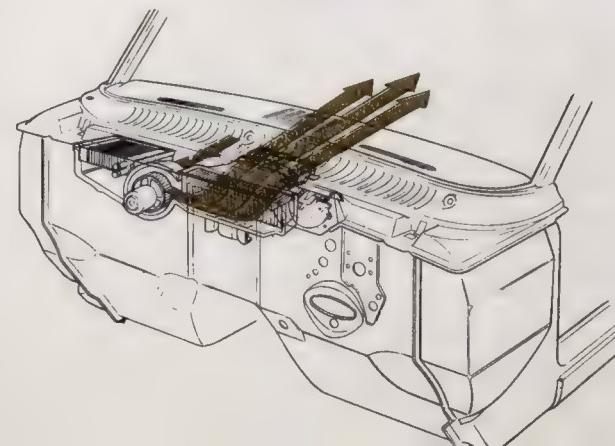
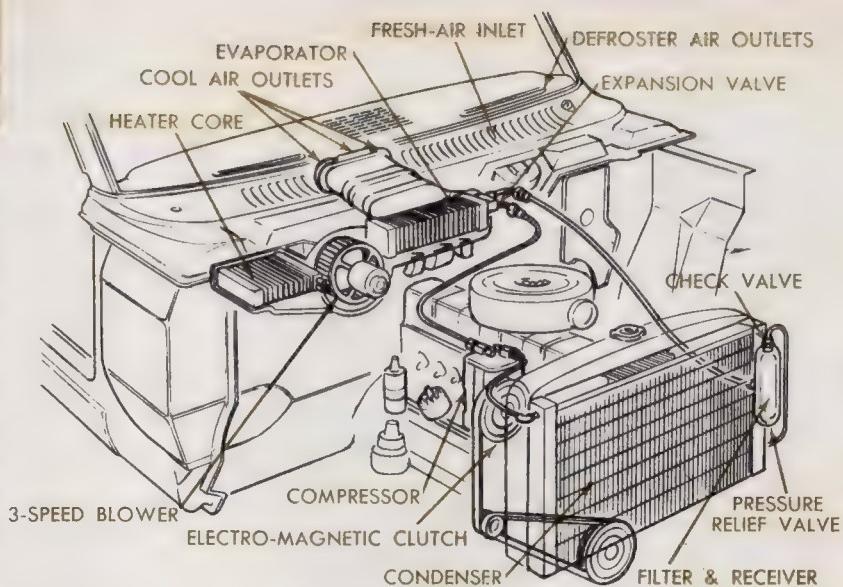
An improved control panel for easier operation is mounted beneath the air-outlet assembly, and contains the adjustable thermostat and outside air control.



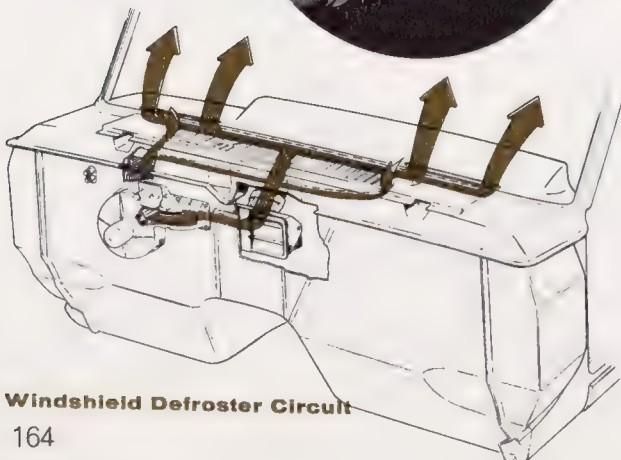
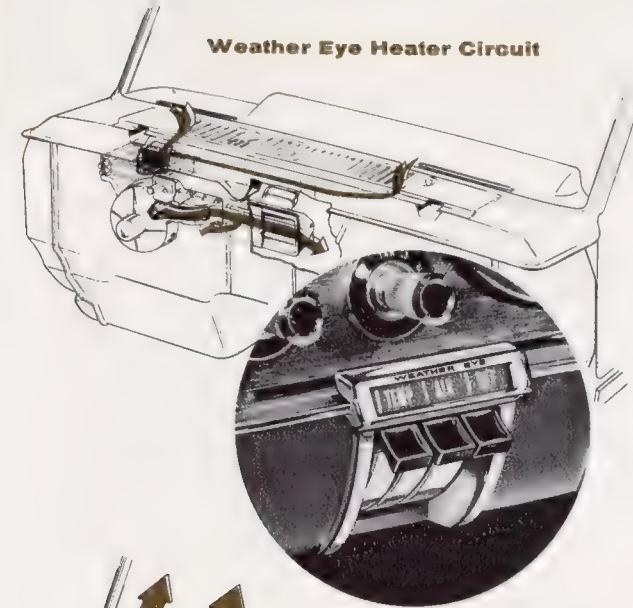
Improved controls, easier to understand and operate

AMERICAN MODELS

- The floor-cooling provisions are located on both sides of the 3-port grille assembly, which also has provisions on the face for mounting of both the outside-air sliding control and adjustable thermostat.
- With factory-installed air conditioning, the 60-amp battery is used in place of the standard 50-amp size. A 40-amp alternator is a new standard feature with A.C., in place of the new 35-amp standard alternator. Heavier-duty engine cooling system (radiator, 5-bladed fan and fan shroud) is also standard.
- Air conditioning is not available as a factory option on "220" or "330" models equipped with the standard 90-HP L-Head engine. It is optional only with the OHV 195.6 cu. in. engine (with two-barrel carburetor) as factory installed (dealer installed for L-Head or OHV engine). To facilitate dealer installations, the factory-installed "Air Conditioning Adapter Group" is offered again, and consists of the 40-amp alternator, air conditioning radiator and a 70-amp battery.



Weather Eye Heater Circuit



Windshield Defroster Circuit

IMPROVED WEATHER EYE HEATING

New standard feature for Classic-Ambassador models

The Weather Eye Heating System is a new standard feature for 1965 models. It offers passenger comfort with fresh-air heating (thermostatically-controlled) and ventilation, plus effective windshield defrosting. A flush-type cowl-mounted air-intake delivers water-free fresh air through internal ducts. An air-inlet screen prevents clogging due to tree leaves, etc. Two air ventilator chambers bring additional fresh air directly into the car without passing through the channels of the heating system.

A new "cellular" heater core (replacing the tube-and-fin type) increases heater efficiency to produce greater heat output. Heater outlets are redesigned for better distribution of heated air. The 2-speed heater blower motor is revised to reduce the low speed and minimize blower noise.

The heat, vent and defroster controls are new and improved for '65. All three are in a single control console mounted to the left of the steering post on the lower portion of the instrument panel. The new blower control is mounted just above the three vertically-operated control levers. The new controls are conveniently located, easy-to-operate and well lighted.

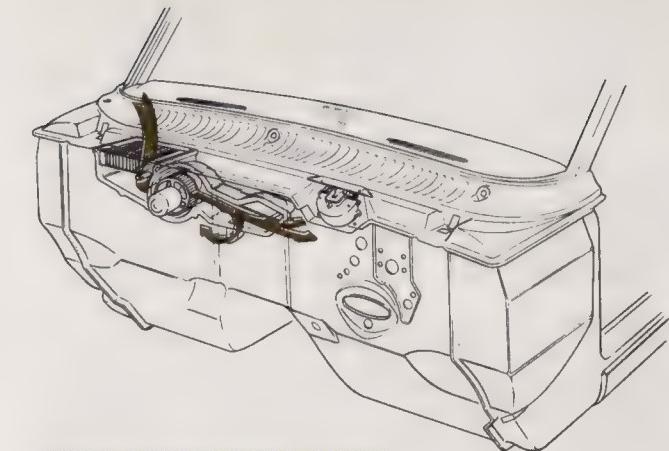
"Air bleed" design permits some heated air to be directed through the windshield defrosters when controls are set for heater only.

New standard feature for AMERICAN MODELS

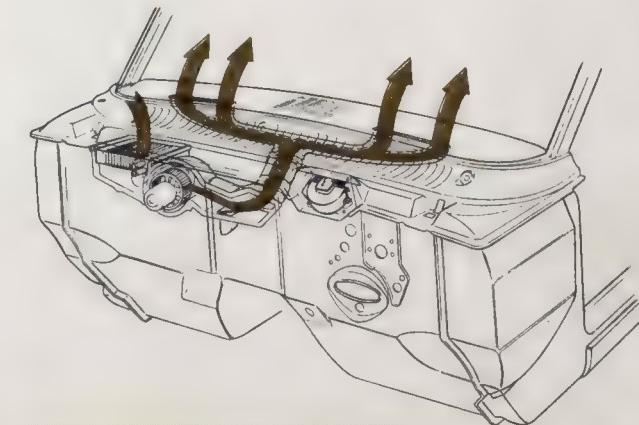
The Weather Eye Heating System is a new standard feature for American models. The system incorporates virtually all of the advantages of the Classic-Ambassador Weather Eye. An integral, one-piece heating assembly permits direct passage of air. The entire heating system is mounted inside the car (in the passenger compartment) for quick warm-up and efficient heating without induction loss. A new "cellular" heater core (replacing the tube-and-fin type) increases heater efficiency to produce greater heat output. A new "by-pass", added to the engine cooling system, permits quicker and more consistent engine warm-up for more efficient heating in cold weather.

Windshield defrosting is greatly improved due to better air distribution and increased air volume. Two defroster outlets clear a wide area of frosted windshield at a fast rate. An "air bleed" is incorporated between the defroster and heater circuits for intermediate operation. Now some heated air is directed to the windshield even when the controls are set for heater only.

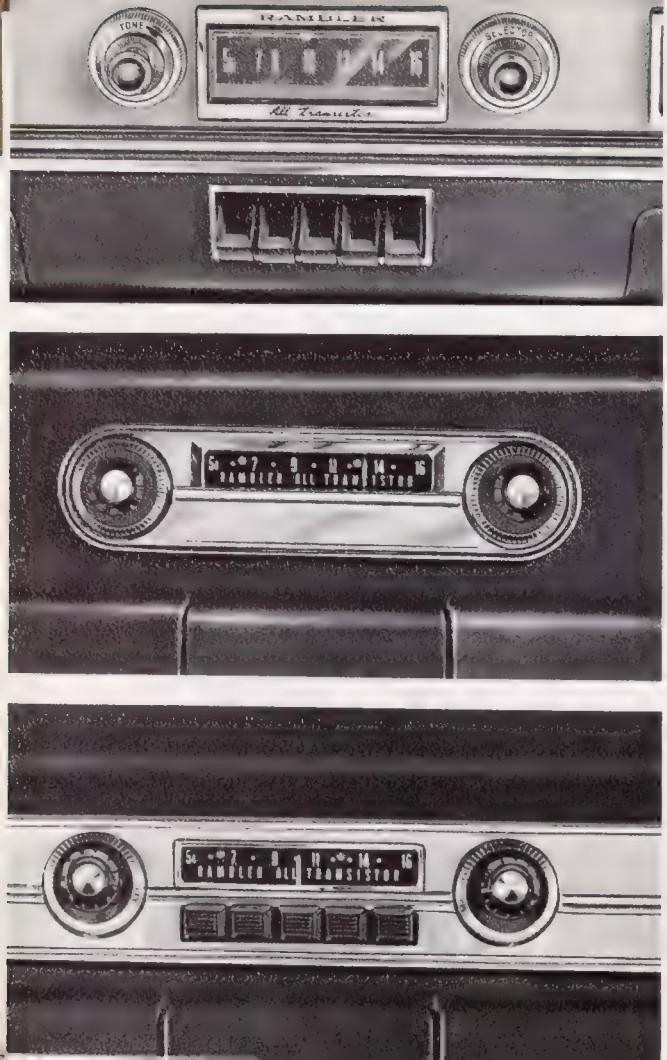
Air and defroster sliding controls are located in the upper portion of the instrument cluster. A combination control for temperature adjustment (heat) and blower speed is included. Push or pull to vary the temperature. Turning control provides two speeds for the heater, three for air conditioning and both are operated by turning the control in the same direction. The two-speed heater blower motor is revised to reduce low speed and minimize blower noise.



Weather Eye Heater Circuit



Windshield Defroster Circuit



ALL-TRANSISTOR RADIOS

CLASSIC-AMBASSADOR MODELS feature an AM-type Motorola all-transistor radio (5 transistors for instant action) with a number of refinements for '65. Console-type push-buttons are redesigned for easier operation. Tuner coils of a new design improve selectivity. Also, some components in the radio have been relocated and the printed circuit board revised to clean-up the wiring and improve quality. The rear-seat speaker control is again located on the outer ring of the station selector knob. The large speakers permit greater output without distortion.

AMERICAN MODELS feature manual and push-button radios by Bendix: both transistorized (6 transistors) for instant action. A large speaker is centrally located beneath the louvered grille in the upper surface of the instrument panel. Printed circuit assures dependable service. The dial face is new and incorporates new blue-green instrument panel lighting.

ANTENNA. A permanently attached antenna lead-wire is weather-tight and eliminates poor connections. The antenna is located on the right front fender. The antenna insulator mounting is so designed to minimize shorting-out when dirty or wet. Since the antenna will not retract below 21", it is always in position to offer better reception. Antenna is stored in the trunk for dealer installation.

AM/FM ALL-TRANSISTOR PUSH-BUTTON RADIO

For Classic and Ambassador models, the AM/FM all-transistor Motorola radio is again optional in addition to the regular AM radio.

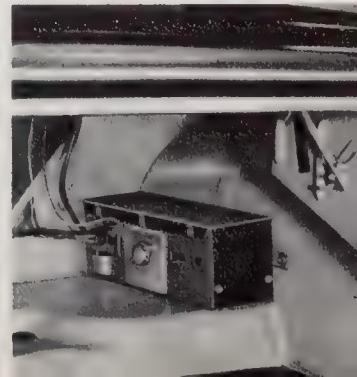
Chief advantage of FM (frequency-modulation) reception include superior tone quality and near static-free reception. Unlike AM reception, FM stations that produce enough signal strength at the antenna will tune with equal volume on the radio dial. With conventional AM signals, strong signals are received more loudly than weak ones.

Tuner coils of a new design improve selectivity. Operation of change-over switch (FM to AM) has been redesigned to improve reliability. The switch has been removed from the front of the radio and mounted inside. Also, the new cam slide provides more travel and more positive switch operation.

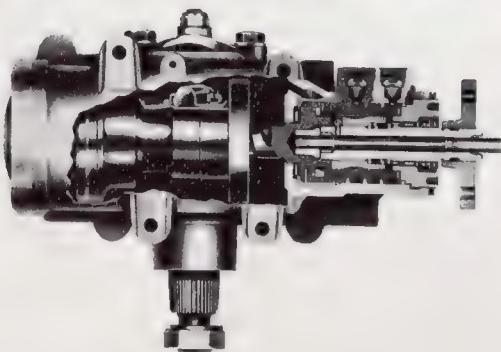
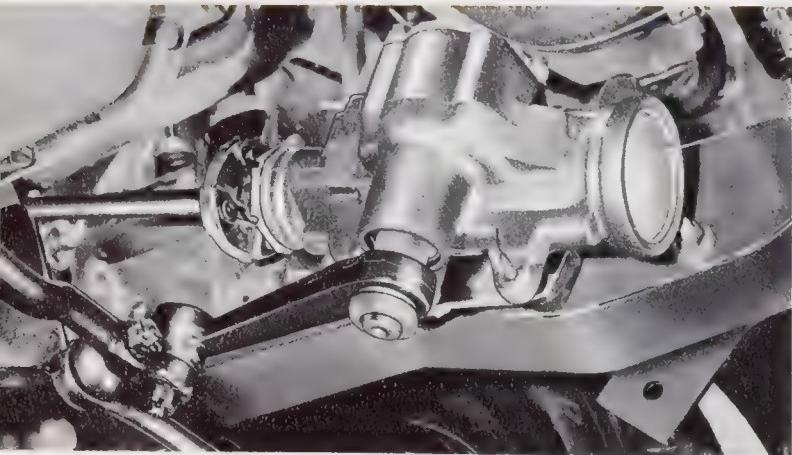


VIBRA-TONE SOUND SYSTEM FOR REAR-SEAT SPEAKER

This optional feature is for Classic and Ambassador sedans and hardtops. Vibra-Tone sound system consists of a transducer (mounted in the trunk) that acoustically mixes sound waves from the front speaker (30-thousandths of a second later) to produce a unique and dramatic sound of music. A new silicone type transistor improves reliability. Vibra-Tone control is under the instrument panel. The regular "Duo-Coustic" rear-seat speaker, with a control located on the radio face, is also an option. Neither speaker system is available in wagons, convertibles or American models.



"ROAD-CONTROL" POWER STEERING



An integral-type power steering system is again optional on all Rambler models. The design, called *Road-Control*, provides direct steering wheel responsiveness and has the further bonus of providing quick wheel return after a turn is completed. This power steering system (by Saginaw) makes Rambler even easier to steer and especially to park.

Integral-type power steering means that the power steering mechanism is incorporated within the steering gear box, thus eliminating linkage requirements and long hose connections. The low-friction rotary control valve, within the power steering unit, eliminates lost motion of a sliding-valve type resulting in greater sensitivity and responsiveness. In conjunction with this power steering system, an insulator joint is provided in the steering gear shaft.

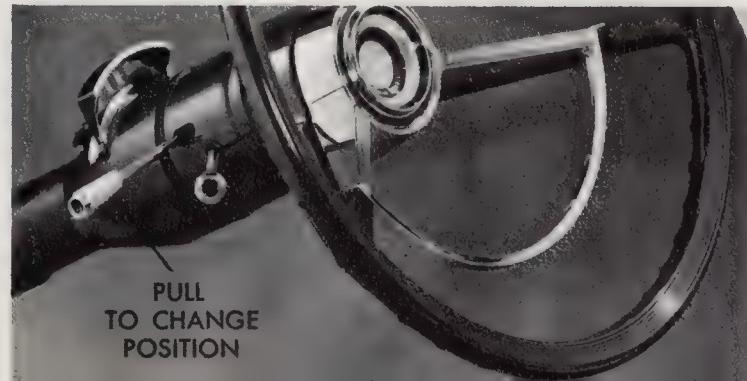
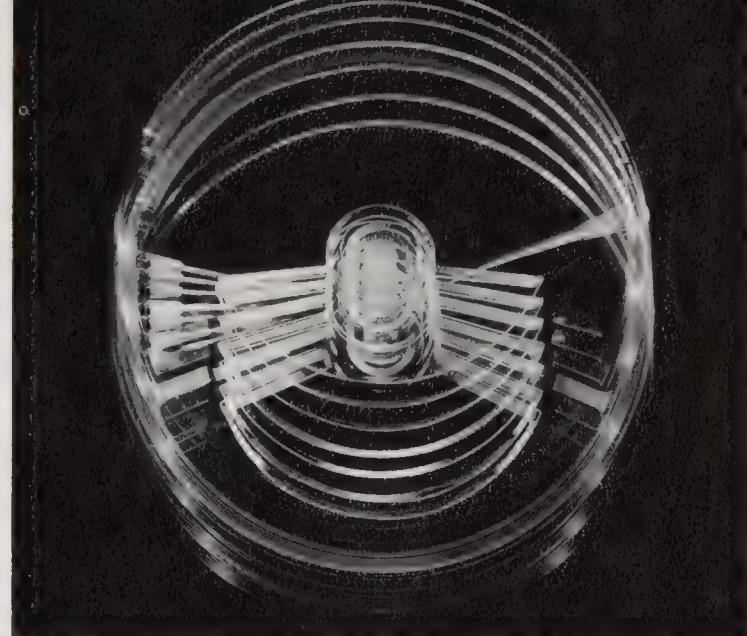
On Classics and Ambassadors, the power steering gear box ratio is 17.5:1 with an overall steering ratio of 20.8:1 resulting in minimum wheel turns required for quicker steering action. On Americans, the gear box ratio is also 17.5:1 with an overall ratio of 21.1:1 to provide smooth steering action with minimum wheel turns.

"ADJUST-O-TILT" STEERING WHEEL

Rambler Classic and Ambassador models offer, as a factory-installed extra-cost option, Adjust-O-Tilt Steering Wheel on models equipped with column or floor-shift (Shift-Command) Flash-O-Matic, or Twin-Stick Floor Shift transmissions. For 1965, Adjust-O-Tilt is offered with or without power steering (only with power steering in '64).

This handy optional feature permits easier entrance and exit, for all drivers, big or small. The tilting mechanism further permits the driver to select the most convenient of 7 different steering wheel angular-positions (vertical) for maximum comfort and steering ease. Adjustments include normal plus three above and three below positions separated by 5° increments.

Adjustments can be accomplished at any time, even while driving, with complete safety. A small lever, conveniently located on the left side of the steering column, controls wheel adjustment (revised for smoother operation). A unique universal sphere-joint is used at the upper portion of the steering column shaft to accomplish angular adjustment.



all-new DISC BRAKES for 1965 . . .

Disc brakes are an all-new factory-installed extra-cost option for *all* Classic and Ambassador models (6 and V-8) when equipped with optional power brakes.

The new Bendix caliper disc brakes are used for the *front* brakes and are self-adjusting. In conjunction with these new caliper disc brakes in front, *both* the 6-cylinder and V-8 models will use the 10" diameter flange-drum brakes in the rear of the non-servo, self-adjusting type. These new rear brakes have a different wheel-cylinder diameter for 6-cylinder and V-8 models for better balance between front and rear braking action. (Classic-6 standard brakes are 9" and without flanged drums.)

Caliper disc brakes provide distinct safety advantages in respect to improved stability, increased resistance to brake fade, and reduced stopping distances especially from high speeds and on steep mountain downgrades. The rotating, exposed disc provides quicker heat dissipation for improved braking under all weather and driving conditions. The

usual problems associated with slipping or grabbing *wet* brakes are eliminated.

The Bendix caliper disc brake assembly consists of the cast-iron disc (11 $\frac{3}{16}$ " diameter x $\frac{1}{2}$ " thick), which is rigidly attached to the wheel hub; and the caliper, which straddles the disc and is firmly mounted to the steering knuckle of the front wheel. The caliper contains a pair of actuating pistons and friction pads on both sides of the disc. When the brakes are applied, hydraulic pressure on the pistons forces the friction pads against the rotating disc, as in a vise.

Stopping ability is *directly* proportional to pedal effort due to the unique characteristics of disc brakes which differ from regular drum brakes. Disc brakes provide maximum stopping ability and greater car control with less tendency of sliding tires. Like regular brakes, disc brakes are self-adjusting and can be relined when required. The power brake unit and tandem master cylinder (Double-Safety) are specially designed and calibrated for the new optional disc brake system.

...optional on CLASSIC and AMBASSADOR models



FRONT DISC BRAKE ASSEMBLY



10" DIA. NON-SERVO REAR BRAKE

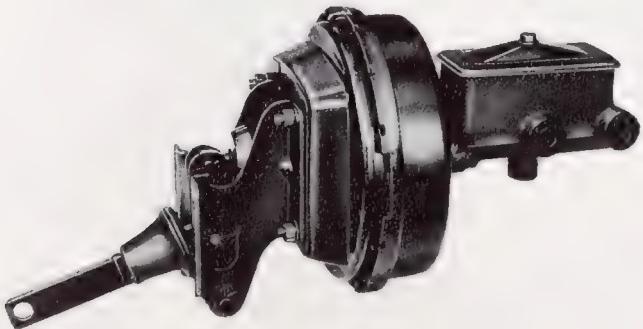


FLANGE DRUM FOR REAR BRAKES

POWER BRAKES



The Bendix Master Vac power brake unit, a vacuum suspended type, is available as an extra-cost option. Power brakes are an important safety feature adding to the ease of operation to reduce driving fatigue. The low position of the brake pedal allows the driver to make brake applications in 25% less time. Power brakes require 40% less pedal effort while permitting the driver to "feel" his brakes to slow or stop with exactly the desired rate of deceleration. With engine off, the power unit retains vacuum to safely permit about two brake applications.



POWR-SAVER FAN

Optional on Classic V-8's and Ambassador V-8's, the Powr-Saver automatic fan drive is especially recommended for air conditioned models. It reduces fan speed and noise up to 40% and saves as much as 55% fan horsepower for greater economy. As engine RPM increases, fan RPM goes up, but at a lesser rate. Cooling is still efficient at reduced fan speeds because the forward motion forces air through the radiator and engine compartment. The Eaton viscous drive unit has a round, finned aluminum housing and operates on hydraulic slippage with silicone polymer fluid. The fan never requires service or driver attention.

POWER-LIFT WINDOWS

SIDE WINDOWS . . . Power-Lift side windows are optional on Classics and Ambassadors only. On 4-door sedans and wagons, they are offered for all doors or front doors only; on 2-door sedans, for front windows only (since rear window rolls down half way); on hardtops, for all windows.

A 5-button master control switch is used on the driver's door in addition to separate buttons for the other three side windows. The 5th button is a lock-out control that permits the driver to render the other three side window switches completely inoperable. This is a significant safety feature, especially where children are concerned. The driver can still control all side windows with his master controls regardless of the lock-out control. The master control panel, completely styled in a contemporary manner, is identified LF, RF, LR, RR, LOCK above each appropriate switch. The Power-Lift windows are safety-wired through the ignition switch.



TAILGATE WINDOW

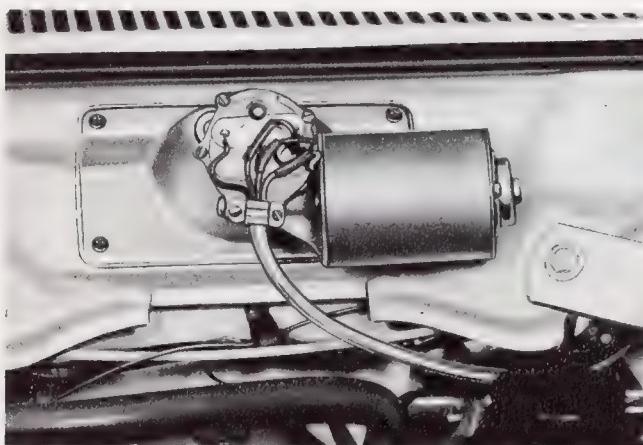
Power-Lift Tailgate Window is a handy optional feature offered for all Rambler station wagon models. The window can be operated from inside the car, but in the interest of passenger safety, only if the ignition key is on, or in the accessory position. This permits the operation of a remote-control switch which is mounted on the instrument panel . . . handy to the driver only! Furthermore, an automatic safety switch at the tailgate will not permit the window to be raised unless the tailgate is closed.

The outside window handle is replaced by a key switch, permitting direct control of the electric window from outside the car. Turning the key clockwise raises the window, and counter-clockwise lowers the window. This direct-control, outside operation is independent of the ignition switch. On Classics and Ambassadors with the side-hinged tailgate door, the inside window handle is eliminated, and a direct-control switch is considered unnecessary since an outside door handle and lock are used.



ELECTRIC WINDSHIELD WIPERS

With Rambler's variable-speed electric wipers—an extra-cost option for all models—the wiper speed selected remains relatively constant under all driving conditions, even when accelerating up a steep grade. Both the standard vacuum and the optional electric wipers are variable speed systems (a choice not offered by anyone else). Both utilize a parallel-action wiper pattern to clear more windshield area. And, both automatically return to the windshield base when turned off.

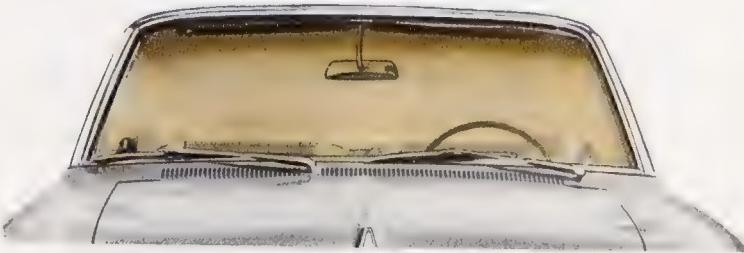


SOLEX GLASS Even-Tint and Sunshade

Sunshade Solex (with darker upper portion) is used for all windshields and for Classic or Ambassador sedan and hardtop rear windows. On Americans, it is available only for the windshield, in respect to the Sunshade feature. Even-tint Solex is used for all other windows (except rear on convertible).

With a subdued soft-green tint, Solex keeps out the invisible sun rays that produce heat, sunburn and fading, but without hindering clarity or visibility. Solex absorbs or reflects about 55% of the sun's total solar energy to minimize sun glare and reduce eye strain. Solex reduces the effect of interior fading as much as 50%.

The efficiency of the air conditioning system is further increased with the use of Solex glass.



"TWIN-GRIP"

**powers the wheel that grips . . .
not the wheel that slips!**

TWIN-GRIP is an outstanding optional feature at low extra cost for all models and gear ratios, replacing the conventional rear axle differential unit. Completely automatic and requiring no driver attention, Twin-Grip gives a full measure of added control and safety under all driving conditions.

Power Flow in Normal Driving . . . When sudden patches of ice, sand, loose gravel or oil slicks are encountered, the Twin-Grip will not permit the wheel with the lesser traction to spin, gain momentum and swerve the car as dry pavement is regained.

Power Flow in Turns . . . Twin-Grip gives normal differential action and at the same time, applies the major driving force to the inside rear wheel, improving stability and cornering, and tending to compensate for oversteer.

Power Flow With Poor Traction . . . Twin-Grip enables the wheel with the better traction to apply the major driving force to the road. Twin-Grip can operate in snow, ice, and mud which may stop a conventional car. If one rear wheel drops off the pavement, the wheel on the pavement continues to drive the car, and the wheel on the shoulder does not spin, preventing a dangerous swerve.



WARNER 6-CYL. UNIT



DANA V-8 UNIT

WHEEL TRIM

All-new wheel trim styling is improved and distinctive for each of the three Rambler series. For lasting beauty, hub caps, wheel discs and wire-wheel covers are all made of stainless steel with a chrome finish.

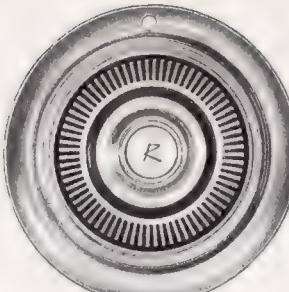
For Americans and Classics, hub caps are standard on all 220, 330, 440 plus 550, 660 and 770 models. Wheel discs are standard on 440-H and 770-H, and are optional on all other Americans and Classics.

For Ambassadors, hub caps are standard on 880 models. Wheel discs are standard on 990 and 990-H models, optional on 880.

Newly-styled wheel discs with three-bladed knock-off spinners are a new option for all models. Newly-styled wire wheel covers with two-bladed knock-off spinners are also a new option for all models.



The new wheel discs and wire wheel covers are available *only* with standard 14" wheels. As in 1964, with optional 15" wheels, the 1963 American wheel discs (less spinners) will continue to be used.



AMERICAN DISC . . . WITH SPINNER



CLASSIC DISC . . . WITH SPINNER



AMBASSADOR DISC . . . WITH SPINNER

all-new BUMPER GUARDS with rubber inserts

New bumper guards are offered as a factory-installed option. The new guards offer added protection against over-riding and locking of bumpers, especially helpful when parking in tight spots. The vertical-type bumper guards feature a thick rubber insert on the face to effectively absorb bumps and prevent scratches when contacted. The guards are made of heavy-gauge steel (richly chrome plated) and are rigidly attached to the bumper.

Bumper guards are available for front only, or front and rear. Due to the nature of the station wagon tailgate configuration, rear bumper guards are not offered on station wagons. The new bumper guards are also available as dealer accessories, and are available for certain past-model Ramblers.



Standard and Optional Equipment

STD—Standard Equipment

EXT—Extra Cost Factory Installed Regular Production Option

FLT—Extra Cost Factory Installed Fleet Option

N/A—Not Available as Factory Installed Equipment

	AMERICAN				CLASSIC				AMBASSADOR		
	220	330	440	440-H	550	660	770	770-H	880	990	990-H
Adjust-O-Tilt Steering Wheel (Avail. Only When Flash-O-Matic, Shift-Command Flash-O-Matic, or Twin-Stick Floor Shift are Ordered).....	N/A	N/A	N/A	N/A	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Adapter Group, for Air-Conditioning (See page 9).....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Air Cleaner, Cellulose Fiber.....	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Air Cleaner, Oil Bath (L-Head Engine Only).....	EXT	EXT	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Alternator, 35-Amp.....	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Alternator, 40-Amp. (Included in Air Conditioning and Adapter Group).....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Arm Rests—Front.....	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
—Rear; 2-Door Models.....	FLT	STD	STD	STD	FLT	STD	STD	STD	STD	STD	STD
4-Door Models.....	FLT	STD	STD	—	FLT	STD	STD	—	STD	STD	—
Ash Trays—Front.....	1 STD	1 STD	1 STD	1 STD	2 STD	2 STD	2 STD	2 STD	2 STD	2 STD	2 STD
—Rear.....	FLT	2 STD	2 STD	2 STD	FLT	2 STD	2 STD	2 STD	2 STD	2 STD	2 STD
Appearance Groups "A" and "B" (Except American Wagons. See page 9).....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	N/A	EXT	N/A	N/A
Back-Up Lights (Included in Light Group).....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	STD
Battery, 50 Amp. (6 only).....	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Battery, 60 Amp. (V-8 only).....	—	—	—	—	STD	STD	STD	STD	STD	STD	STD
Battery, 70-Amp. (Included in Air Conditioning Adapter Group).....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Brakes—											
Bonded Brake Linings.....	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Double-Safety Brake System.....	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Self-Adjusting Brakes.....	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Power Brakes.....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Disk Brakes, Front (Includes Power Brakes).....	N/A	N/A	N/A	N/A	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Bumper Guards, Front.....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Bumper Guards, Front & Rear (Except Wagons).....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Cigarette Lighter.....	FLT	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Clock, Electric.....	N/A	N/A	N/A	N/A	EXT	EXT	STD	STD	EXT	STD	STD
Coat Hooks, Two (Except Conv.).....	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Custom Steering Wheel (Horn Ring).....	EXT	STD	STD	STD	EXT	STD	STD	STD	STD	STD	STD
Dome Light (2 Rear Compartment Lights on Hardtop and Convertible).....	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Dowgard Full-Fill Coolant—100% Installed.....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Engine—											
90 HP, 196 CID, L-H Six, 1-B. Carb.....	STD	STD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
125 HP, 196 CID, OHV Six, 1-B. Carb.....	EXT	EXT	STD	STD	N/A	N/A	N/A	N/A	N/A	N/A	N/A
128 HP, 199 CID, T-C Six, 1-B. Carb.....	N/A	N/A	N/A	N/A	STD	N/A	N/A	N/A	N/A	N/A	N/A
145 HP, 232 CID, T-C Six, 1-B. Carb.....	N/A	N/A	N/A	N/A	N/A	STD	STD	STD	N/A	N/A	N/A
155 HP, 232 CID, T-C Six, 2-B. Carb. (Available only with Flash-O-Matic or Shift-Command Flash-O-Matic on American. Not Available with Air Conditioning on American).....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	STD	STD	STD

Standard and Optional Equipment (Cont'd)

	AMERICAN				CLASSIC				AMBASSADOR		
	220	330	440	440-H	550	660	770	770-H	880	990	990-H
Engine (continued)											
198 HP, 287 CID, V-8, 2-B. Carb.....	N/A	N/A	N/A	N/A	STD	STD	STD	STD	STD	STD	STD
270 HP, 327 CID, V-8, 4-B. Carb.....	N/A	N/A	N/A	N/A	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Floor Mats—Passenger Compartment.....	Black	Colored	Colored	Colored	Black	Colored	Colored	Colored	Colored	Colored	Colored
—Cargo Area (Wagons).....	Rubber	Loop Pile	Loop Pile	Loop Pile	Rubber	Loop Pile	Loop Pile	Loop Pile	Loop Pile	Cut Pile	Cut Pile
Black	Colored	—	—	—	Black	Colored	Colored	—	Colored	Colored	—
Rubber	Rubber	—	—	—	Rubber	Colored	Colored	—	Colored	Colored	—
Fresh-Air Ventilation, Dual Intakes.....	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Fuel Tank and Fuel Pump Filters.....	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Glove Box Lock (And Hidden Cargo Box Lock on Classic and Ambassador Wagons).....	FLT	FLT	STD	STD	FLT	STD	STD	STD	STD	STD	STD
Headlights—Dual.....	N/A	N/A	.. N/A	N/A	STD	STD	STD	STD	STD	STD	STD
—Single.....	STD	STD	STD	STD	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Headlining—Laminated (Except Conv.).....	STD	STD	STD	STD	N/A	N/A	N/A	N/A	N/A	N/A	N/A
—Molded Fiberglass (Except Conv.)	N/A	N/A	N/A	N/A	STD	STD	STD	STD	STD	STD	STD
Headrests, Left and/or Right.....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Heating and Air Conditioning Systems—											
Weather Eye Heating System.....	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
All-Season Air Conditioning System (N.A. on L-Head Engine or 232 CID 6 on American. Includes H.D. Cooling System, 40 Amp. Alternator, and 60 Amp. Battery, 60 Amp. Battery Standard on V-8's. Two-barrel Carburetor is included on Americans).....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Heavy-Duty Cooling System (Rad., Fan, and Shroud. Std. with Air Conditioning).....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Heavy-Duty Radiator (6-Cyl. Only).....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Heavy-Duty Front and Rear Shocks.....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Heavy-Duty Shocks and Springs, Front and Rear.....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Heavy-Duty Front and Rear Shocks, H.D. Front Springs & Extra H.D. Rear Springs (Sedans, Hardtops, & Convertibles).....	N/A	N/A	N. A.	N A	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Hood Insulation (With V-8 Engines).....	N/A	N/A	N/A	N/A	STD	STD	STD	STD	STD	STD	STD
Horn—Single.....	STD	STD	—	—	STD	—	—	—	—	—	—
—Dual.....	FLT	FLT	STD	STD	FLT	STD	STD	STD	STD	STD	STD
Light Group (See page 9).....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Oil Filter, Full-Flow.....	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Padded Instrument Panel and Sun Visor, All Except 440 & 770 Conv.....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	N/A	N/A
Padded Instrument Panel (440 and 770 Conv. Only. Std. on 990 & 990-H).....	N/A	N/A	EXT	N'A	N/A	N/A	EXT	N/A	N/A	STD	STD
Padded Sun Visors (Std. on Conv.).....	N/A	N/A	N, A	N A	N/A	N/A	N/A	N/A	N/A	EXT	EXT
Positive Crankcase Ventilating System (California Type Extra Cost).....	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD

Standard and Optional Equipment (Cont'd)

	AMERICAN				CLASSIC				AMBASSADOR		
	220	330	440	440-H	550	660	770	770-H	880	990	990-H
Power-Saver Fan (V-8 Engine Only), 100%											
When Air Cond. is Ordered on V-8 Engine..	N/A	N/A	N/A	N/A	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Power-Lift Window, Tailgate (Wagon Only)..	EXT	EXT	—	—	EXT	EXT	EXT	—	EXT	EXT	—
Power-Lift Windows—											
Front (N.A. on Convertibles and Hardtops)	N/A	N/A	N/A	N/A	EXT	EXT	EXT	N/A	EXT	EXT	N/A
Front & Rear (N.A. on 2-Dr. Sedans and Convertibles).....	N/A	N/A	N/A	N/A	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Power Steering (Recommended With A/C)...	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Power-Top, Convertible (Manual Std. on 440)	—	—	EXT	—	—	—	STD	—	—	STD	—
Radio—											
Manual.....	EXT	EXT	EXT	EXT	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Push-Button.....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
AM-FM Push-Button	N/A	N/A	N/A	N/A	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Duo-Coustic Rear Seat Speaker, Sedans & Hardtops Only.....	N/A	N/A	N/A	N/A	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Vibra-Tone Rear Seat Speaker, Sedans & Hardtops Only.....	N/A	N/A	N/A	N/A	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Robe Rail (Station Wagon).....	N/A	N/A	—	—	N/A	N/A	STD	—	N/A	STD	—
Roof Top Travel Rack (Station Wagon).....	N/A	STD	—	—	STD	STD	STD	—	STD	STD	—
Seats—											
Non-Reclining Front (Split Back on 2-Door Models).....	STD	STD	STD	N/A	STD	STD	STD	N/A	STD	STD	N/A
Airliner Reclining Seats.....	EXT	EXT	EXT	N/A	EXT	EXT	EXT	N/A	EXT	EXT	N/A
Individually Adjustable Front Seat (Reclining).....	EXT	EXT	EXT	N/A	EXT	EXT	EXT	N/A	EXT	EXT	N/A
Slim Bucket Seats, (Reclining) With Console	N/A	N/A	EXT	EXT	N/A	N/A	N/A	EXT	N/A	N/A	N/A
Slim Bucket Seats, (Reclining) With Front Armrests & Center Cushion, Includes Rear Armrest on 990H.....	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	EXT	STD
Slim Bucket Seats, (Reclining) With Front Armrests & Console.....	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	EXT	EXT
Wide Bucket Seats, (Reclining) Without Console.....	N/A	N/A	EXT	STD	N/A	N/A	STD	STD	N/A	N/A	N/A
Seat Cushions Foam—Front.....	STD	STD	STD	STD	N/A	N/A	STD	STD	N/A	N/A	N/A
—Rear (Solid Foam on Third Seat).....	N/A	N/A	N/A	STD	EXT	EXT	STD	STD	EXT	STD	STD
Seat Belts—											
Front Seats, Non-Retractable.....	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Retractable Front Seat Belts.....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	STD	STD	STD
Non-retractable Rear or Rear and Third Seat Belts (Available Only With Retractable Front Seat Belts).....	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT

Standard and Optional Equipment (Cont'd)

	AMERICAN				CLASSIC				AMBASSADOR		
	220	330	440	440-H	550	660	770	770-H	880	990	990-H
Side-Hinged Tailgate Door (2-Seat Wagons Only. Standard with Third Seat option) . . .	N A	N/A	N. A	N A	EXT	EXT	EXT	N A	EXT	EXT	N A
Simulated Wood Grain for 880 & 990 Wagons. (N.A. with Two-Tone Paint Combinations) . . .	N/A	N/A	N/A	N/A	N/A	N A	N/A	N A	EXT	EXT	N A
Single Exhaust System (Ceramic-Armored) . . .	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Solex Glass, Windshield Only . . .	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Solex Glass, All Windows (Except Rear on Conv.—Recommended with Air Cond.) . . .	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Sun Visors, Dual . . .	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Third Seat, Station Wagon . . .	N/A	N/A	—	—	N/A	EXT	EXT	—	EXT	EXT	—
Transmission—											
Standard Transmission, 3-Speed Column Shift . . .	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Overdrive Transmission, Column Shift . . .	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Twin-Stick Floor Shift Transmission, Overdrive (Available Only When Bucket Seats and Console are Ordered) . . .	N. A	N/A	EXT	EXT	N/A	N/A	EXT	EXT	N/A	EXT	EXT
Shift-Command, Flash-O-Matic Transmission, Floor Shift for V-8 & 2-Bbl. 232 Only (Available Only When Bucket Seats and Console are Ordered) . . .	N/A	N/A	EXT	EXT	N/A	N/A	EXT	EXT	N/A	EXT	EXT
Flash-O-Matic Transmission, Column Shift . . .	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Twin-Grip Differential . . .	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Turn Signals (Amber Lens on Front Lamps) . . .	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
Undercoating . . .	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Visibility Group "A" (See Page 9) . . .	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Visibility Group "B" (See Page 9) . . .	EXT	EXT	EXT	EXT	XET	EXT	EXT	EXT	EXT	EXT	EXT
Inside Rear View Tilt Mirror (Included in Visibility Groups) . . .	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Left and/or Right Outside Rear View Mirror (Left Outside Mirror Included in Visibility Group "A") . . .	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Remote Control Left Outside Rear View Mirror (Included in Visibility Group "B") . . .	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Windshield Washer (Included in Visibility Groups) . . .	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Wheel Trim—											
Hub Caps . . .	STD	STD	STD	N A	STD	STD	STD	N A	STD	N A	N A
Wheel Discs . . .	EXT	EXT	EXT	STD	EXT	EXT	EXT	STD	EXT	STD	STD
Wheel Discs With Spinners (Avail. With 14 in. Wheels Only), Also Included in Appearance Group "A" . . .	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT

Standard and Optional Equipment (Cont'd)

	AMERICAN				CLASSIC				AMBASSADOR		
	220	330	440	440-H	550	660	770	770-H	880	990	990-H
Wire Wheel Covers, Includes Spinners (Avail. With 14 in. Wheels Only.) Also Included in Appearance Group "B"	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT
Wheel Opening Mouldings (Standard on 990 Convertible and Hardtop)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	STD	N/A	EXT	STD
Windshield Wipers—Vacuum	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
—Electric, Variable Speed	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT	EXT

GROUPS

VISIBILITY GROUP "A"

- *Inside Rear View Tilt Mirror
- *Left Outside Rear View Mirror
- Visor Vanity Mirror
- *Windshield Washer

VISIBILITY GROUP "B"

- *Inside Rear View Tilt Mirror
- *Remote Control Left Outside Rear View Mirror
- Visor Vanity Mirror
- *Windshield Washer

LIGHT GROUP (Std. on 990-H)

- Trunk or Cargo Light
- Two Courtesy Lights Under Instrument Panel
- Glove Box Light
- Parking Brake Warning Light
- Front Door Switches for 220 & 550 Models
- *Back-Up Lights

AIR CONDITIONING ADAPTER GROUP

- *40-Amp. Alternator
- Air Condition Radiator
- *70-Amp. Battery

*Also Available as a Separate Option

APPEARANCE GROUP "A"

American (All Models Except Wagons)

- Rocker Panel Mouldings
- Rear Fender and Deck Mouldings

*Wheel Discs with Spinners (with std. 14 in. wheel only)

Classic (550, 660 & 770)

- Rocker Panel Mouldings
- Wheel Opening Mouldings

*Wheel Discs with Spinners (with std. 14 in. wheel only)

Ambassador 880

- Rocker Panel Mouldings
- Wheel Opening Mouldings

*Wheel Discs with Spinners (with std. 14 in. wheel only)

APPEARANCE GROUP "B"

Same as "A" except Wire Wheel Covers with Spinners* instead of Wheel Discs with Spinners. (With std. 14 in. wheel only)

DEALER-INSTALLED ACCESSORIES and PARTS

A wide variety of dealer installed Accessories and Parts are offered, including certain factory options.

Windshield Washer

Non-Glare Rear View Mirror, Inside

Rear View Mirror, Outside, Left or Right

Remote Control Mirror, Outside, Left

Rear View Companion Mirror, Outside, Right

Visor Vanity Mirror

Wheel Discs

Wheel Discs with Spinners (14" only)

Wire Wheel Covers with Spinners (14" only)

Spotlight, Right or Left

Airmat for Reclining Seat Bed Conversion

Station Wagon Cargo Floor Pad

Window Screens

Tailgate Screen

Door Ventshades

Manual Radio (American only)

Push-Button Radio AM, or AM/FM (exc. Amer.)

Radio Speaker, Rear Seat (exc. Wagons & Amer.)

Duo-Coustic Speaker, or

Vibra-Tone Sound System

Electric Clock (except American)

Back-Up Lights

Parking Brake Warning Light

Courtesy Lights

Trunk Light, Automatic

Spare Tire Cover

Headrests

Bumper Guards (except Rear on Wagons)

License Plate Frame

Padded Sun Visors (Standard on Convertibles)

Horn Kit (for 220, 330 and 550)

Illuminated Compass

Tissue Dispenser

Litter Container

Mileage-Minder

Door Edge Guards

Locking Gas Cap (except 3-Seat Wagons)

Rubber Floor Mats, Pair (Front and Rear)

Vinyl Floor Mats, Pair (Front, 10 and 80)

Door-to-Door Rubber Floor Mat (Front and Rear)

Door-to-Door Vinyl Floor Mat (Front, Rear, 10-80)

Air Conditioning System

Power Brakes

Seat Belts, Front and Rear (Retractable, front)

Child Guard Rear Door Safety Locks

Travel-Rack Luggage Straps

Station Wagon Roof Top Luggage Carrier

Sedan and Hardtop Roof Top Luggage Carrier

Load-Leveler Rear Shock Absorbers

Touch-Up Paint, Brush or Spray

Powr-Guard "24" Battery, Dry-Charge

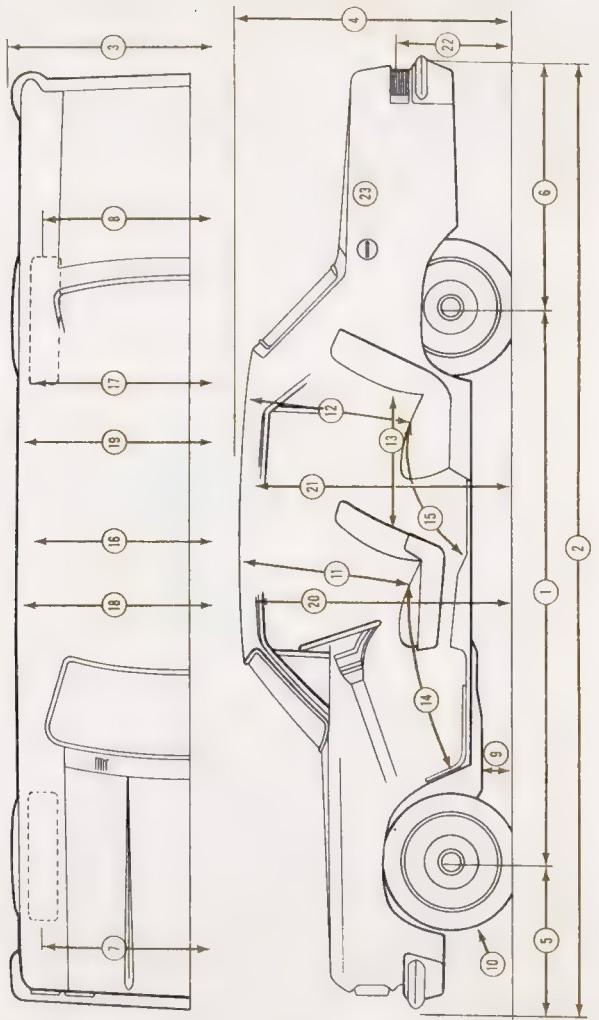
Air Cleaner Replacement Element

Oil Filter Replacement Cartridge

Fuel Filter Replacement Element

Electric Engine-Block Heater

Car Care preparations are also available.

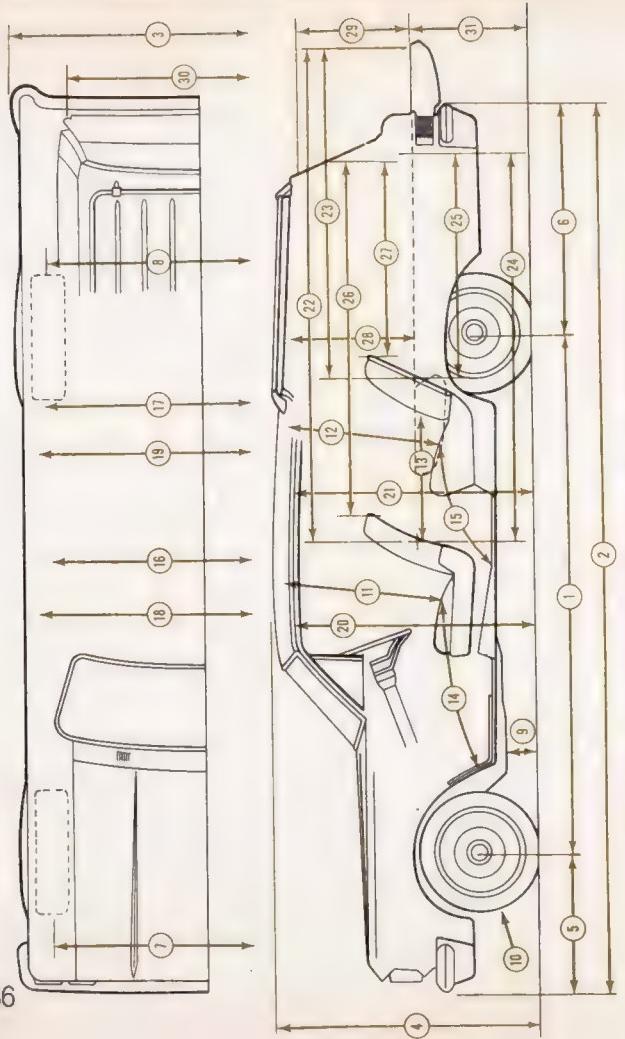


1965 SEDAN, HARDTOP & CONVERTIBLE DIMENSIONS

	<u>AMERICAN</u>	<u>CLASSIC</u>	<u>AMBASSADOR</u>
1. Wheelbase	106.00	112.00	116.00
2. Length	177.25	195.00	200.00
3. Width, Max. Body	68.56	74.50	74.50
Width, Center Pillar	67.50	71.60	71.60
4. Height, Sedans	54.54	54.43	54.98
Height, Hardtop	53.41	53.34	53.89
Height, Convertible	54.41	54.47	55.02
5. Front Overhang	28.70	31.40	31.40
6. Rear Overhang	42.55	51.60	52.60
7. Front Tread	56.00	58.20(6) 58.58(V8)	58.58(All) —
8. Rear Tread	55.00	57.35(6) 57.56(V8)	57.35(6) 57.56(V8)
9. Road Clearance	6.00	6.00	6.00
10. Tire Size, Std.	6.45 x 14	6.95 x 14(6) 7.35x14(V8)	7.35 x 14(6) 7.75x14(V8)
Tire Size, Opt.	6.95 x 14 & 6.85 x 15	7.35 x 14(6) 7.35 x 15(6)	7.75 x 14(6) 7.75 x 14(V8)

	<u>AMERICAN</u>	<u>CLASSIC</u>	<u>AMBASSADOR</u>
11. Headroom, Front	38.80	38.80	38.80
12. Headroom, Rear	37.00	37.00	37.00
13. Front-to-Rear Seat	26.86	27.50	27.50
HARDTOP:			
11. Headroom, Front	38.20	38.20	38.20
12. Headroom, Rear	36.50	36.50	36.50
13. Front-to-Rear Seat	25.80	26.00	26.00
CONVERTIBLE:			
11. Headroom, Front	38.80	38.80	38.80
12. Headroom, Rear	37.30	37.30	37.30
13. Front-to-Rear Seat	25.80	26.00	26.00
SEDAN, HT. CONV.:			
14. Legroom, Front	41.03	41.03	41.03
15. Legroom, Rear Legroom, Rear (HT & Conv.)	36.50 36.00	37.60 36.00	37.60 36.00
16. Shoulder Room, Front	54.84	57.84	57.84
17. Shoulder Room, Rear (Sed.) Shoulder Room, Rear (HT) Shoulder Room, Rear (Conv.)	54.82 54.20 41.50	57.82 57.20 44.50	57.82 57.20 44.50
18. Hiproom, Front	57.20	60.20	60.20
19. Hiproom, Rear (Sed.) Hiproom, Rear (HT) Hiproom, Rear (Conv.)	57.12 56.38 42.40	60.12 59.38 45.40	60.12 59.38 45.40
20. 4-Dr. Entry Room, Front	49.22	49.21	49.76
21. 4-Dr. Entry Room, Rear	48.68	48.62	49.17
22. Trunk Edge-to-Ground	26.05	21.18	21.73
23. Trunk Volume, Cu. Ft. AMA Luggage Vol., Cu. Ft.	22.3 12.0	26.3 15.2	26.3 15.2

	<u>AMERICAN</u>	<u>CLASSIC-AMBASSADOR</u>	<u>Total Sq. In.</u>
	<u>GLASS AREA, SQ. IN.</u>	<u>GLASS AREA, SQ. IN.</u>	<u>Rear</u>
SEDAN	1086	1536	1158
WAGON	1086	2418	658
HARDTOP	1086	1411	1168
CONVERTIBLE	1086	1292	790
SEDAN	1232	1536	1101
WAGON	1232	2624	658
HARDTOP	1154	1411	1386
CONVERTIBLE	1154	1292	941



1965 STATION WAGON DIMENSIONS

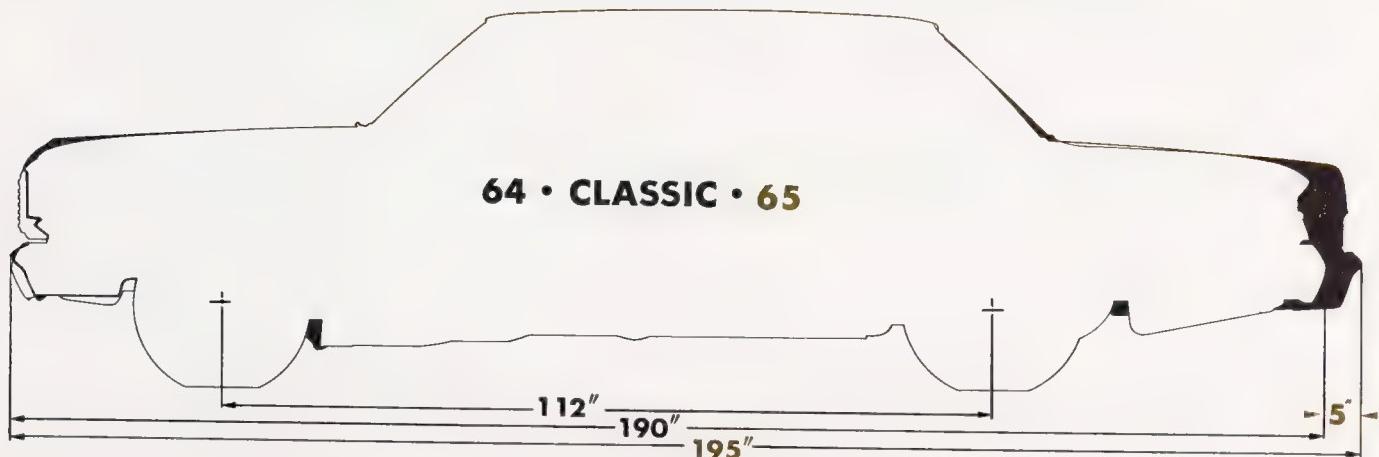
	<u>AMERICAN</u>	<u>CLASSIC</u>	<u>AMBASSADOR</u>
1. Wheelbase	106.00	112.00	116.00
2. Length	177.25	193.00	197.00
3. Width, Max. Body	68.56	74.50	74.50
Width, Center Pillar	67.50	71.60	71.60
4. Height	54.54	54.84	55.39
5. Front Overhang	28.70	31.40	31.40
6. Rear Overhang	42.55	49.60	49.60
7. Front Tread	56.00	58.20(6) 58.58(V8)	58.58(V8) —
8. Rear Tread	55.00	57.35(6) 57.56(V8)	57.35(6) 57.56(V8)
9. Road Clearance	6.00	6.00	6.00
10. Tire Size, Std.	6.45 x 14 6.85 x 15	6.95 x 14(6) 7.35 x 14(V8)	7.35 x 14(6) 7.35 x 15(6) 7.75 x 14(V8)
Tire Size, Opt.	6.95 x 14 & 6.85 x 15	7.35 x 14(6) 7.75 x 14(V8)	7.75 x 14(6) —

AMBASSADOR**CLASSIC****AMERICAN**

11. Headroom, Front	38.80	39.20	39.20
12. Headroom, Rear	37.00	37.40	37.40
13. Front-to-Rear Seat	26.86	28.50	28.50
14. Legroom, Front	41.03	41.03	41.03
15. Legroom, Rear	36.50	38.75	38.75
16. Shoulder Room, Front	54.84	57.84	57.84
17. Shoulder Room, Rear	54.82	57.82	57.82
18. Hiproom, Front	57.20	60.20	60.20
19. Hiproom, Rear	57.12	60.12	60.12
20. Entrance Room, Front	49.22,	49.21	49.21
21. Entrance Room, Rear	48.68	48.62	48.62
22. Cargo-Tailgate Lg., F.	99.43	104.71	104.71
23. Cargo-Tailgate Lg., R.	67.06	69.64	69.64
24. Cargo Floor Lg., F.	76.78	83.00	83.00
25. Cargo Floor Lg., R.	43.47	48.03	48.03
26. Cargo Inside Lg., F.	70.00	76.46	76.46
27. Cargo Inside Lg., R.	37.37	42.50	42.50
28. Cargo Inside Height	29.69	27.32	27.32
29. Tailgate Open Height	26.20	24.84*	24.84*
30. Tailgate Open Width	50.70	50.70	50.70
31. Tailgate-to-Ground	26.18	28.52	29.07
Cargo Volume, Cu. Ft.	75	80	80
Windshield, Sq. In.	1086	1232	1232
Side Windows, Sq. In.	2418	2624	2624
Rear Window, Sq. In.	658	658	658
Total Glass Area, Sq. In.	4162	4514	4514

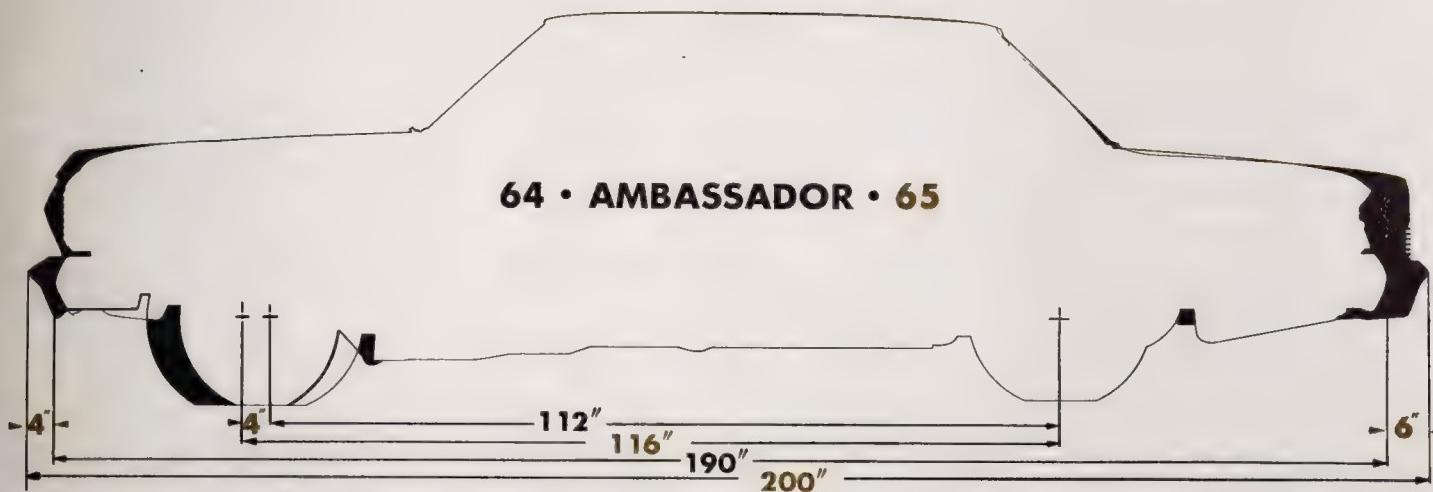
*26.75 for Side-Hinged Tailgate Door

1964 vs. 1965 CLASSIC DIMENSION COMPARISON



The above comparison applies to Classic sedans and hardtops. The 1965 dimensions also apply to the new convertible. The station wagon overall length is increased from 190.5" to 193".

1964 vs. 1965 AMBASSADOR DIMENSION COMPARISON



The above comparison applies to Ambassador sedans and hardtops. The 1965 dimensions also apply to the new convertible. The station wagon overall length is increased from 190.5" to 197".

195.6 CU. IN. ENG. SPECS.

Standard on Models.....	
Optional on Models.....	
Engine Type.....	
Displacement, Cubic Inch.....	
Bore & Stroke.....	
Bore-Stroke Ratio.....	
Bore-Center Spacing.....	
Horsepower, Taxable.....	
Horsepower @ RPM.....	
Torque @ RPM (lb. ft.).....	
Compression Ratio.....	
Carburetor & No. Barrels.....	
Fuel Recommended.....	
Air Cleaner, Standard.....	
Optional.....	
Valve Lifters.....	
Intake Valve Diameter.....	
Exhaust Valve Diameter.....	
Inner Valve Spring with Floor Shift.....	
Intake Valve Timing, Open.....	
Close.....	
Exhaust Valve Timing, Open.....	
Close.....	
Crankshaft Material.....	
Crankshaft Main Bearings.....	
No. of Counterweights.....	
Main Bearing Diameter.....	
Crankpin Bearing Diameter.....	
Wristpin Diameter.....	
Connecting Rod Material.....	
Camshaft Bearings.....	
Full-Length Water Jackets.....	
Water All-Around Cylinders.....	
Rad. Cap Pressure & Thermostat.....	
Engine Fan, Standard.....	
with H.D. or A.C.....	
Oil Filter.....	
Ignition Timing, BTDC, Reg. Gas.....	
Prem. Gas.....	
Firing Order.....	
Spark Plugs, Champion (.033-.037 gap).....	
Alternator Amps.....	
Battery Amps (70 Opt.).....	
Headlights, Sealed-Beam.....	
Horns.....	

195.6 L-HEAD

220 & 330	
None	
L-Head-6	
195.6	
3.13 x 4.25	
.736:1	
3.44 & 3.88	
23.44	
90 @ 3800	
160 @ 1600	
8.0:1	
Carter RBS, 1-B.	
Regular	
Cellulose Fiber	
Oil Bath	
Solid	
1.594	
1.343	
(no floor shift)	
10° BTC	
58° ABC	
49° BBC	
19° ATC	
Forged Steel	
4	
9	
2.479	
2.095	
.859	
Forged Steel	
4	
Yes	
No (Sinterized Prs.)	
14 PSI/195°F.	
14" Dia., 4 Blade	
15 $\frac{1}{2}$ " Dia., 5 Blade	
Full-Flow	
3°	
6°	
1-5-3-6-2-4	
H-10	
35	
50	
Single 6012	
1	

195.6 OHV

440 & 440-H	
220 & 330	
OHV-6 (1-B.)	
195.6	
3.13 x 4.25	
.736:1	
3.44 & 3.88	
23.44	
125 @ 4200	
180 @ 1600	
8.7:1	
Holley 1909, 1-B.	
Regular	
Cellulose Fiber	
None	
Solid	
1.594	
1.343	
No	
12 $\frac{1}{2}$ ° BTC	
51 $\frac{1}{2}$ ° ABC	
53 $\frac{1}{2}$ ° BBC	
10 $\frac{1}{2}$ ° ATC	
Forged Steel	
4	
9	
2.479	
2.095	
.859	
Forged Steel	
4	
Yes	
No (Sinterized Prs.)	
14 PSI/195°F.	
14" Dia., 4 Blade	
15 $\frac{1}{2}$ " Dia., 5 Blade	
Full-Flow	
8° Man./10° Auto	
12° Man./14° Auto	
1-5-3-6-2-4	
H-18Y	
35 (40 Air Cond.)	
50 (60 Air Cond.)	
Single 6012	
2 (1 on 220 & 330)	

TORQUE COMMAND 6 SPECS.

Standard on Models.....	550
Optional on Models.....	None
Engine Type.....	OHV-6 (1-B.)
Displacement, Cubic Inch.....	199
Bore & Stroke.....	3.75 x 3.00
Bore-Stroke Ratio.....	1.250:1
Bore-Center Spacing.....	4.38
Horsepower, Taxable.....	33.75
Horsepower @ RPM.....	128 @ 4400
Torque @ RPM (lb. ft.).....	182 @ 1600
Compression Ratio.....	8.5:1
Carburetor & No. Barrels.....	Carter RBS, 1-B.
Fuel Recommended.....	Regular
Air Cleaner, Standard.....	Cellulose Fiber
Optional.....	None
Valve Lifters.....	Hydraulic
Intake Valve Diameter.....	1.787
Exhaust Valve Diameter.....	1.406
Inner Valve Spring with Floor Shift.....	No
Intake Valve Timing, Open.....	12½° BTG
Close.....	51½° ABC
Exhaust Valve Timing, Open.....	53½° BBC
Close.....	10½° ATC
Crankshaft Material.....	Cast Malleable Iron
Crankshaft Main Bearings.....	7
No. of Counterweights.....	8
Main Bearing Diameter.....	2.500
Crankpin Bearing Diameter.....	2.095
Wristpin Diameter.....	.931
Connecting Rod Material.....	Cast Malleable Iron
Camshaft Bearings.....	4
Full-Length Water Jackets.....	Yes
Water All-Around Cylinders.....	Yes
Rad. Cap Pressure & Thermostat.....	14 PSI/195°F.
Engine Fan, Standard.....	14" Dia., 4 Blade
with H.D. or A.C.....	17" Dia., 5 Blade
Oil Filter.....	Full-Flow
Ignition Timing, BTDC, Reg. Gas.....	5°
Prem. Gas.....	8°
Firing Order.....	1-5-3-6-2-4
Spark Plugs, Champion (.033-.037 gap).....	N-14Y
Alternator Amps.....	35 (40 Air Cond.)
Battery Amps (70 Opt.).....	50 (60 Air Cond.)
Headlights, Sealed-Beam.....	Outer 4002, Inner 4001
Horns.....	2 (1 on 550)

199

550	660, 770, 770-H
None	None
OHV-6 (1-B.)	OHV-6 (1-B.)
199	232
3.75 x 3.00	3.75 x 3.50
1.250:1	1.071:1
4.38	4.38
33.75	33.75
128 @ 4400	145 @ 4300
182 @ 1600	215 @ 1600
8.5:1	8.5:1
Carter RBS, 1-B.	Holley 1931, 1-B.
Regular	Regular
Cellulose Fiber	Cellulose Fiber
None	None
Hydraulic	Hydraulic
1.787	1.787
1.406	1.406
No	No
12½° BTG	12½° BTG
51½° ABC	51½° ABC
53½° BBC	53½° BBC
10½° ATC	10½° ATC
Cast Malleable Iron	Cast Malleable Iron
7	7
8	8
2.500	2.500
2.095	2.095
.931	.931
Cast Malleable Iron	Cast Malleable Iron
4	4
Yes	Yes
Yes	Yes
14 PSI/195°F.	14 PSI/195°F.
14" Dia., 4 Blade	14" Dia., 4 Blade
17" Dia., 5 Blade	17" Dia., 5 Blade
Full-Flow	Full-Flow
5°	5°
8°	8°
1-5-3-6-2-4	1-5-3-6-2-4
N-14Y	N-14Y
35 (40 Air Cond.)	35 (40 Air Cond.)
50 (60 Air Cond.)	50 (60 Air Cond.)
Outer 4002, Inner 4001	Outer 4002, Inner 4001
2 (1 on 550)	2 (1 on 550)

232

660, 770, 770-H	Ambassador
None	American & Classic
OHV-6 (1-B.)	OHV-6 (2-B.)
232	232
3.75 x 3.50	3.75 x 3.50
1.071:1	1.071:1
4.38	4.38
33.75	33.75
145 @ 4300	155 @ 4400
215 @ 1600	222 @ 1600
8.5:1	8.5:1
Holley 1931, 1-B.	Carter WCD, 2-B.
Regular	Regular
Cellulose Fiber	Cellulose Fiber
None	None
Hydraulic	Hydraulic
1.787	1.787
1.406	1.406
No	No
12½° BTG	12½° BTG
51½° ABC	51½° ABC
53½° BBC	53½° BBC
10½° ATC	10½° ATC
Cast Malleable Iron	Cast Malleable Iron
7	7
8	8
2.500	2.500
2.095	2.095
.931	.931
Cast Malleable Iron	Cast Malleable Iron
4	4
Yes	Yes
Yes	Yes
14 PSI/195°F.	14 PSI/195°F.
14" Dia., 4 Blade	14" Dia., 4 Blade
17" Dia., 5 Blade	17" Dia., 5 Blade
Full-Flow	Full-Flow
5°	5°
8°	8°
1-5-3-6-2-4	1-5-3-6-2-4
N-14Y	N-14Y
35 (40 Air Cond.)	35 (40 Air Cond.)
50 (60 Air Cond.)	50 (60 Air Cond.)
Outer 4002, Inner 4001	Outer 4002, Inner 4001
2 (1 on 550)	2 (1 on 550)

232-2B

Ambassador	Ambassador
American & Classic	American & Classic
OHV-6 (2-B.)	OHV-6 (2-B.)
232	232
3.75 x 3.50	3.75 x 3.50
1.071:1	1.071:1
4.38	4.38
33.75	33.75
155 @ 4400	155 @ 4400
222 @ 1600	222 @ 1600
8.5:1	8.5:1
Carter WCD, 2-B.	Carter WCD, 2-B.
Regular	Regular
Cellulose Fiber	Cellulose Fiber
None	None
Hydraulic	Hydraulic
1.787	1.787
1.406	1.406
No	No
12½° BTG	12½° BTG
51½° ABC	51½° ABC
53½° BBC	53½° BBC
10½° ATC	10½° ATC
Cast Malleable Iron	Cast Malleable Iron
7	7
8	8
2.500	2.500
2.095	2.095
.931	.931
Cast Malleable Iron	Cast Malleable Iron
4	4
Yes	Yes
Yes	Yes
14 PSI/195°F.	14 PSI/195°F.
14" Dia., 4 Blade	14" Dia., 4 Blade
17" Dia., 5 Blade	17" Dia., 5 Blade
Full-Flow	Full-Flow
5°	5°
8°	8°
1-5-3-6-2-4	1-5-3-6-2-4
N-14Y	N-14Y
35 (40 Air Cond.)	35 (40 Air Cond.)
50 (60 Air Cond.)	50 (60 Air Cond.)
Outer 4002, Inner 4001	Outer 4002, Inner 4001
2 (1 on 220, 330 & 550)	2 (1 on 220, 330 & 550)

(I) Classic, Outer 4002, Inner 4001: Ambassador, Upper 4002, Lower 4001.

V-8 SPECIFICATIONS

Standard on Models.....	
Optional on Models.....	
Engine Type.....	
Displacement, Cubic Inch.....	
Bore & Stroke.....	
Bore-Stroke Ratio.....	
Bore-Center Spacing.....	
Horsepower, Taxable.....	
Horsepower @ RPM.....	
Torque @ RPM (lb. ft.).....	
Compression Ratio.....	
Carburetor & No. Barrels.....	
Fuel Recommended.....	
Air Cleaner, Standard.....	
Optional.....	
Valve Lifters.....	
Intake Valve Diameter.....	
Exhaust Valve Diameter.....	
Inner Valve Spring with Floor Shift.....	
Intake Valve Timing, Open.....	
Close.....	
Exhaust Valve Timing, Open.....	
Close.....	
Crankshaft Material.....	
Crankshaft Main Bearings.....	
No. of Counterweights.....	
Main Bearing Diameter.....	
Crankpin Bearing Diameter.....	
Wristpin Diameter.....	
Connecting Rod Material.....	
Camshaft Bearings.....	
Full-Length Water Jackets.....	
Water All-Around Cylinders.....	
Rad. Cap Pressure & Thermostat.....	
Engine Fan, Standard.....	
with H.D. or A.C.....	
Oil Filter.....	
Ignition Timing, BTDC, Reg. Gas.....	
Prem. Gas.....	
Firing Order.....	
Spark Plugs, Champion (.033-.037 gap).....	
Alternator Amps.....	
Battery Amps (70 Opt.).....	
Headlights, Sealed-Beam.....	
Horns.....	

287 V-8

None	
Classic & Amb.	
OHV V-8 (2-B.)	
287	
3.75 x 3.25	
1.154:1	
4.75	
45.00	
198 @ 4700	
280 @ 2600	
8.7:1	
Holley 2209, 2-B.	
Regular	
Cellulose Fiber	
None	
Hydraulic	
1.787	
1.406	
Yes	
12½° BTC	
51½° ABC	
53½° BBC	
10½° ATC	
Forged Steel	
5	
6	
2.500	
2.249	
.931	
Forged Steel	
5	
Yes	
Yes	
14 PSI/195°F.	
18" Dia., 4 Blade	
HD=5 Blade; AC=7(1)	
Full-Flow	
5°	
8°	
1-3-5-7-2-4-6-8	
H-14Y	
35 (40 Air Cond.)	
60	
(2)	
2 (1 on 550)	

327 V-8

None	
Classic & Amb.	
OHV V-8 (4-B.)	
327	
4.00 x 3.25	
1.231:1	
4.75	
51.20	
270 @ 4700	
360 @ 2600	
9.7:1	
Holley 4150, 4-B.	
Premium	
Cellulose Fiber	
None	
Hydraulic	
1.787	
1.406	
Yes	
12½° BTC	
51½° ABC	
53½° BBC	
10½° ATC	
Forged Steel	
5	
6	
2.500	
2.249	
.931	
Forged Steel	
5	
Yes	
Yes	
14 PSI/195°F.	
18" Dia., 4 Blade	
HD=5 Blade; AC=7(1)	
Full-Flow	
5°	
8°	
1-3-5-7-2-4-6-8	
H-14Y	
35 (40 Air Cond.)	
60	
(2)	
2 (1 on 550)	

(1) Powr-Saver Fan (viscous drive), also optional less Air Conditioning.

(2) Classic, Outer 4002, Inner 4001: Ambassador, Upper 4002, Lower 4001.

RUNNING GEAR	AMERICAN	CLASSIC 6	CLASSIC V-8	AMBASSADOR
Wheelbase.....	106"	112"	112"	117"
Tread, Front.....	56.00"	58.20"	58.58"	58.58"
Rear.....	55.00"	57.35"	57.56"	57.35" (57.56" V-8)
Springs, Front & Rear.....	Coil, Leaf	Coil	Coil	Coil
Front Sway—Stabilizer Bar.....	Not Avail.	Not Avail.	Std.	Std.
Shock Absorbers (Telescopic).....	2-Way, Hyd.	2-Way, Hyd.	2-Way, Hyd.	2-Way, Hyd.
Steering Gear Box Ratio:				
Manual (Make).....	24.00/Gemmer	24.00/Saginaw	24.00/Saginaw	24.00/Saginaw
Power (Make).....	17.50/Saginaw	17.50/Saginaw	17.50/Saginaw	17.50/Saginaw
Steering Overall Ratio:				
Manual (& wheel turns).....	29.00/6	28.35/6	28.35/6	28.35/6
Power (& wheel turns).....	21.20/4.3	20.80/4.2	20.80/4.2	20.80/4.2
Turning Diameter, Feet.....	36'	37'	37'2"	39'2"
Power Steering (Optional).....	Integral, Saginaw	Integral, Saginaw	Integral, Saginaw	Integral, Saginaw
Double-Safety Brake System (Std.).....	Bendix	Bendix	Bendix	Bendix
Self-Adjusting Brakes (Std.).....	Bendix	Wagner	Bendix	Bendix
Brake Lining (Std.).....	Bonded	Bonded	Bonded	Bonded
Brake Lining Area, Sq. In. (Std.).....	139.5	153.8	167.5	167.5
Brake Drums, Diameter (Std.).....	9"	9"	10" (+ flange)	10" (+ flange)
Front Disc, Rear Flange Drum (Opt.).....	Not Avail.	11 $\frac{3}{16}$ ", 10", Bendix	11 $\frac{3}{16}$ ", 10", Bendix	11 $\frac{3}{16}$ ", 10", Bendix
Parking Brake.....	Hand-Pull	Step-On	Step-On	Step-On
Power Brakes, Master-Vac (Optional).....	Bendix	Bendix	Bendix	Bendix
Wheel Size (Standard).....	14" x 4 $\frac{1}{2}$ " (1)	14" x 5"	14" x 5 $\frac{1}{2}$ "	14" x 5 $\frac{1}{2}$ "
Wheel Size (Optional).....	15" x 5"	15" x 5	Not Avail.	Not Avail.
Tires (2 ply, 4 ply rated rayon).....	Goodyear/Goodrich	Goodyear/Goodrich	Goodyear/Goodrich	Goodyear/Goodrich
Tire Size.....	6.45 x 14	6.95 x 14	7.35 x 14	7.35 x 14 Std. 6
Tire Size (Optional).....	6.95 x 14	7.35 x 14	7.75 x 14	7.75 x 14 Opt. 6, Std. V-8
Tire Size (Optional).....	6.85 x 15	7.35 x 15	Not Avail.	Not Avail.
(2) Tire Size, 3-Seat Wagon.....	Not Avail.	7.35 x 14	(as above)	(as above)
Tire Pressure, PSI (see Owner's Man.).....	24	24	24	24

(1) 5" Rim Width for "232" Engine Models and All Wagons.

(2) Goodyear "LifeGuard" Safety Tires: 4 Standard on 3-Seat Wagons, 4 or 5 Optional on other models.

POWER TRAIN	"196" SIX AMERICAN	"232" SIX AMERICAN	"199" SIX CLASSIC	"232" SIX CL. & AMB.	"287" V-8 CL. & AMB.	"327" V-8 CL. & AMB.
Clutch (Borg & Beck).....	Dry, Single-Disc	—	Dry, Single-Disc	Dry, Single-Disc	Dry, Single-Disc	Dry, Single-Disc
Clutch Plate Diameter.....	9 1/8"	—	9 1/8"	9 1/8"	10"	10 1/2"
Clutch Release Bearing.....	Ball, Pre-Lubed	—	Ball, Pre-Lubed	Ball, Pre-Lubed	Ball, Pre-Lubed	Ball, Pre-Lubed
Manual Transmission.....	3-Speed (2 & 3 Syncro.)	—	3-Speed (2 & 3 Syncro.)	3-Speed (2 & 3 Syncro.)	3-Speed (2 & 3 Syncro.)	3-Speed (2 & 3 Syncro.)
1st Gear Ratio.....	2.61	—	2.61	2.57	2.57	2.49
2nd Gear Ratio.....	1.63 (1.91 T.S.F.S.)	—	1.63 (1.91 T.S.F.S.)	1.55 (1.83 T.S.F.S.)	1.55 (1.83 T.S.F.S.)	1.59 (1.86 T.S.F.S.)
3rd Gear Ratio.....	1.00	—	1.00	1.00	1.00	1.00
Rev. Gear Ratio.....	3.54	—	3.54	3.50	3.50	3.15
Automatic Transmission.....	3-Speed., Torq. Conv.	3-Spd., Torq. Conv.	3-Spd., Torq. Conv.	3-Spd., Torq. Conv.	3-Spd., Torq. Conv.	3-Spd., Torq. Conv.
1st Gear Ratio.....	2.39	2.39	2.39	2.39	2.40	2.40
2nd Gear Ratio.....	1.45	1.45	1.45	1.45	1.47	1.47
3rd Gear Ratio.....	1.00	1.00	1.00	1.00	1.00	1.00
Rev. Gear Ratio.....	2.09	2.09	2.09	2.09	2.00	2.00
Torque Converter Cooling.....	Air	Air	Air	Air	Water	Water
Torque Converter Dia. & Type.....	11", L-Type	11", M-Type	11", M-Type	11", L-Type	11", L-Type	12", B & B
Torque Convertor Stall Ratio.....	2.00:1	2.02:1	2.02:1	2.00:1	2.00:1	2.15:1
Overdrive Reduction Ratio.....	0.70:1	0.70:1	0.70:1	0.70:1	0.70:1	0.72:2
Rear Axle and Gear Type.....	Semi-Floating, Hypoid	Semi-Floating, Hypoid	Semi-Floating, Hypoid	Semi-Floating, Hypoid	Semi-Floating, Hypoid	Semi-Floating, Hypoid
Rear Axle Type.....	Hotchkiss	Hotchkiss	Torque Tube	Torque Tube	Torque Tube	Torque Tube
Twin-Grip Differential.....	Opt. (Warner)	Opt. (Warner)	Opt. (Warner)	Opt. (Dana)	Opt. (Dana)	Opt. (Dana)
Rear Axle Gear Ratios:.....	L-HEAD 220 & 330	125 HP OHV Sed. & Hardtop	125 HP Conv. & SW & 2-Bbl. Carb. 196	155 HP "232" Option On	128 HP "199" CLASSIC-6	145 HP "232" and
Tire	Transmission	Std. (Opt.)	Std. (Opt.)	Eng. with Air Cond.	American	Classic & Amb.
14"	Manual.....	3.08 (3.31)	2.73 (3.08)	3.31	Not Avail.	3.31 (3.78)
15"	Manual.....	3.31 (3.78)	3.08 (3.31)	3.78	Not Avail.	3.78 (4.11)
14"	Overdrive.....	3.78 (none)	3.08 (3.31)	3.78	Not Avail.	3.78 (4.11)
15"	Overdrive.....	3.78 (4.11)	3.31 (3.78)	4.11	Not Avail.	4.11 (none)
14"	Flash-O-Matic.....	3.31 (none)	2.73 (3.08)	3.31	3.31	3.31 (3.78)
15"	Flash-O-Matic.....	3.31 (none)	3.08 (3.31)	3.31	3.31	3.31 (3.78)
All	Shift-Command F-O-M.....	Not Avail.	Not Avail.	Not Avail.	3.31	Not Avail.
All	Twin-Stick F.S.....	Not Avail.	3.78 (none)	3.78	Not Avail.	3.15(155 HP)
					3.78 (none)	3.15 (2.87 opt. 198 HP)
						3.54
						3.54
Pinion & Ring Gear Teeth (for the above ratios):						
2.73:1 = 15/41	3.08:1 = 13/40	3.31:1 = 13/43	3.78:1 = 9/34			
2.87:1 = 15/43	3.15:1 = 13/41	3.54:1 = 11/39	4.11:1 = 9/37			

License Specifications

	WHEELBASE	STANDARD TIRE SIZE	CU. IN. DISP.	STANDARD ENGINE	CYLINDERS	CARBURETOR
AMERICAN 220 & 330	106	6.45 x 14	196	L-HEAD 6	6	1 bbl.
440 & 440-H	106	6.45 x 14	196	OHV 6	6	1 bbl.
CLASSIC 6 550	112	6.95 x 14 (a)	199		6	1 bbl.
660, 770 & 770-H	112	6.95 x 14 (a)	232		6	1 bbl.
CLASSIC V-8—ALL	112	7.35 x 14	287	V-8		2 bbl.
AMBASSADOR 6	116	7.35 x 14	232		6	2 bbl.
AMBASSADOR V-8	116	7.75 x 14	287	V-8		2 bbl.

(a) 7.35 x 14 standard with Third Seat Option.

Engine Specifications

	CUBIC INCH DISPLACEMENT	CYLINDERS	CARBURETOR NO. OF BBLS.	BORE & STROKE	BRAKE	HORSEPOWER TAXABLE	STARTING SERIAL NUMBER
AMERICAN	196	L-HEAD 6	1	3 1/8 x 4 1/4	90	23.44	P-100,001
	196		1 (a)	3 1/8 x 4 1/4	125	23.44	P-100,001
	232		2	3 3/4 x 3 1/2	155	33.75	W-100,001
CLASSIC	199	6	1	3 3/4 x 3	128	33.75	J-100,001
	232	6	1	3 3/4 x 3 1/2	145	33.75	L-150,001
	232	6	2	3 3/4 x 3 1/2	155	33.75	L-150,001
	287	V-8	2	3 3/4 x 3 1/4	198	45.00	Z-275,001
	327	V-8	4	4 x 3 1/4	270	51.20	U-100,001
AMBASSADOR	232	6	2	3 3/4 x 3 1/2	155	33.75	S-100,001
	287	V-8	2	3 3/4 x 3 1/4	198	45.00	E-100,001
	327	V-8	4	4 x 3 1/4	270	51.20	H-300,001

(a) Two barrel with Air Conditioning.

Capacities

	CRANK-CASE Quarts	TRANSMISSION								DIFFERENTIAL Pints	COOLING SYSTEM With Heater				GAS TANK Gallons				
		Flash-O-Matic Quarts		Synchromesh Pints			Overdrive Pints				American Quarts		Classic & Ambassador Quarts						
		Six	V-8	Six	V-8	196 & 199 Six	232 Six 287 V-8	327 V-8	196 & 199 Six	232 Six 287 V-8	327 V-8	196 & 199 Six	232 Six & V-8	L-Head	OHV	Six	V-8	American	Cl. & Amb. exc. 3 Seat Wag.
U.S.A.	4*	4*	9	11	1.5	2.25	4	2.75	3.5	4	3	4	12	11	10.5	19	16	19	17
British Imp.	3.3*	3.3*	7.5	9.2	1.25	1.9	3.3	2.3	2.9	3.3	2.5	3.3	10	9.2	8.7	15.8	13.3	15.8	14.2

*With Recommended Filter Change, Add 1 Qt.

1965 Shipping Weights

		WEIGHT		WEIGHT	
		6 Cyl.	V-8	6 Cyl.	V-8
RAMBLER AMERICAN 220				RAMBLER CLASSIC 660	
6506	2-Door Sedan.....	2492		6516-2	2-Door Sedan.....
6505	4-Door Sedan.....	2518		6515-2	4-Door Sedan.....
6508	4-Door Station Wagon.....	2684		6518-2	4-Door Station Wagon—2-seat....
RAMBLER AMERICAN 330				RAMBLER CLASSIC 770	
6506-2	2-Door Sedan.....	2490		6515-5	4-Door Sedan.....
6505-2	4-Door Sedan.....	2522		6517-5	2-Door Convertible.....
6508-2	4-Door Station Wagon.....	2682		6518-5	4-Door Station Wagon—2-seat....
RAMBLER AMERICAN 440				6519-5	2-Door Hardtop.....
6505-5	4-Door Sedan.....	2580		6519-7	2-Door 770-H Hardtop.....
6507-5	2-Door Convertible.....	2747		RAMBLER AMBASSADOR 880	
6509-5	2-Door Hardtop.....	2596		6586-2	2-Door Sedan.....
6509-7	2-Door 440-H Hardtop.....	2622		6585-2	4-Door Sedan.....
RAMBLER CLASSIC 550		6 Cyl.	V-8	6588-2	4-Door Station Wagon—2-seat....
6516	2-Door Sedan.....	2803	3161	RAMBLER AMBASSADOR 990	
6515	4-Door Sedan.....	2842	3200	6585-5	4-Door Sedan.....
6518	4-Door Station Wagon—2 seat...	2974	3332	6587-5	2-Door Convertible.....
				6588-5	4-Door Station Wagon—2-seat....
				6589-5	2-Door Hardtop.....
				6589-7	2-Door 990-H Hardtop.....

These weights include spare wheel† with spare tire†, bumper jack†, bumpers, oil in engine, standard transmission, and coolant.

†Except 3-seat Station Wagon, and other models with four optional LifeGuard tires.

When equipment is installed at the factory, weights listed on the next page should be added to the weight of the car.

1965 Equipment Weights

EQUIPMENT	AMERICAN WITH			CLASSIC 6 WITH		CLASSIC V-8 WITH		AMB. 6 WITH	AMBASSADOR V-8 WITH	
	196" L-H	196" OHV	232"	199"	232"	287"	327"		232"	287"
Overdrive or Twin-Stick Floor Shift.....	20	27	39	41	39	44	17	39	44	17
Flash-O-Matic Transmission.....	21	28	17	34	17	65	17	17	65	17
All-Season Air Conditioning.....	N.A.	77	N.A.	65	65	65	65	65	64	64
Power Brakes and/or Disc Brakes.....	16	16	16	16	16	16	16	16	16	16
Power Steering.....	31	31	31	26	26	28	28	26	28	28
Power Top—Convertible.....	N.A.	7	7	N.A.	STD.	STD.	STD.	STD.	STD.	STD.
Power Tailgate Window.....	4	4	4	4	4	4	4	4	4	4
Power Windows.....	N.A.	N.A.	N.A.	18	18	18	18	18	18	18
Headrest (Each).....	4	4	4	4	4	4	4	4	4	4
Individually Adjustable Front Seats.....	21	21	21	21	21	21	21	21	21	21
Slim Bucket Seats with Console.....	N.A.	18	18	N.A.	18	18	18	N.A.	N.A.	N.A.
Wide Bucket Seats (Std. on 440-H & 770-H).....	N.A.	21	21	N.A.	21	21	21	N.A.	N.A.	N.A.
Bucket Seats with Console & Arm Rest.....	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	21	21	21
Bucket Seats with Center Cushion & Arm Rest (Std. on 990-H).....	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	12	12	12
Third Seat—Station Wagons.....	N.A.	N.A.	N.A.	N.A.	12	12	12	12	12	12
Side Hinged Tailgate (Std. with Third Seat).....	N.A.	N.A.	N.A.	—9	—9	—9	—9	—9	—9	—9
Radio.....	7	7	7	8	8	8	8	8	8	8
Radio with Vibra-Tone Speaker.....	N.A.	N.A.	N.A.	12	12	12	12	12	12	12
Undercoating.....	14	14	14	14	14	14	14	14	14	14
Twin-Grip Differential.....	4	4	4	4	8	8	8	8	8	8
Oversize Tires—14".....	8	8	8	10	10	8	8	8	N.A.	N.A.
—15".....	22	22	22	22	22	N.A.	N.A.	N.A.	N.A.	N.A.
LifeGuard Tires, Each (Std. with Third Seat).....	N.A.	N.A.	N.A.	8	8	8	8	8	8	8
70 Amp. Battery.....	7	7	7	7	7	7	7	7	7	7
196" OHV Engine (220 & 330 only).....	42	—	—	—	—	—	—	—	—	—
232" 6 Cylinder Engine.....	48	6	—	53	—	—	—	—	—	—
327" V-8 Engine.....	—	—	—	—	—	47	—	—	47	—

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